CALIFORNIA HIGH-SPEED TRAIN

Project Environmental Impact Report / Environmental Impact Statement

Capital Cost Estimate Report

Fresno to Bakersfield
Section
High-Speed Train
Project EIR/EIS

July 2011



San Francisco

Millbrae-SFO

Redwood City

or Palo Alto

Transbay Terminal

Sacramento

San Jose

Diridon

Gilroy

Stockton

Downtown Modesto

Downtown Merced

otential Station)

Bakersfield

Burbank

Los Angeles

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1.0 INTRODUCTION

1.2 PURPOSE AND SCOPE

The purpose of this report is to present the Capital Cost Estimating Methodology (CCEM) in the preparation of reasonably reliable and accurate capital cost estimates for the 15% Design level.

This document describes the methodology for preparation of estimated capital cost for the California High-Speed Train Project (CHSTP) Fresno to Bakersfield Draft EIR/EIS document. In addition, it presents the summary of Capital Cost Estimates along with detailed FRA Standard Cost Categories (SCC) and sub-categories or cost elements. Refinement of these cost estimates will be on-going during the advancement of engineering during subsequent project development phases.

The primary objectives of this report are:

- Identify the methods and processes used to develop the capital cost estimate during 15% Design Level Phase;
- Identify the source documents and/or methodology used for pricing work;
- Specify how estimating assumptions have been documented during the course of the estimate development;
- Describe Unit Price Elements;
- Define the approach and methodology with respect to FRA Standard Cost Categories (SCC);
- Present estimates that have been developed for one complete alternative between Fresno and Bakersfield (BNSF Alternative Alignment) as well as for numerous individual sub-section alternatives that are used to define various alignment alternative permutations.

The estimating approach has been done in a manner that (1) allows consistent application to each alternative to facilitate comparisons; (2) provides the proper foundation for more detailed estimates as selected alternative(s) are further evaluated; and (3) provides the basis for subsequent 30% design level estimates with additional guidelines for a more detailed capital cost estimate.

Considering CHSTP's size, complexity, phased design, and number of participants, it is important that the CCEM is flexible enough to be applied at each point in the project development process to appropriately support the tracking, monitoring and control of cost changes through each of the program's design and implementation phases. This document addresses only the capital cost estimating requirements for the 15% Design level. Additional guidelines will be developed for the preparation of capital cost estimates for subsequent phases of the CHSTP.

1.3 STATEMENT OF TECHNICAL ISSUE

The document is intended to address the preparation of a program cost estimate, including construction, acquisition of right-of-way, vehicles, and professional services during execution of the project.

The CCEM is intended to provide guidelines for accurately and consistently estimating the costs of capital infrastructure and systems for the 15% Design level. It also provides a framework for defining the scope and technical basis for the estimates, the roles and responsibilities for specific estimating tasks among the project participations, and the structure, organization, and format for reporting capital costs for all geographic sections of CHSTP.



1.4 GENERAL INFORMATION

1.4.1 Definition of Terms

Technical terms, acronyms, or other cost estimating terminology specifically used for capital cost estimating purposes, unless otherwise indicated, will follow the standard definition of terms published by the Association for the Advancement of Cost Engineering (AACE) International in their Recommend Practice No. 10S-90 – Cost Engineering Terminology.

The following acronyms used in this document have specific connotations with regard to California High Speed Train system.

Acronyms

AACE Association for the Advancement of Cost Engineering

CCEM Capital Cost Estimating Methodology
Authority California High-Speed Rail Authority
CHSTP California High-Speed Train Project

ENR Engineering News Record
FRA Federal Railroad Administration
FTA Federal Transit Administration

LCCA Life Cycle Cost Analysis

O&M Operating and Maintenance

PMT Program Management Team

RC Regional Consultant(s)
SCC Standard Cost Categories
TM Technical Memorandum
WBS Work Breakdown Structure

1.4.2 Units

The California High-Speed Train Project is based on U.S. Customary Units consistent with guidelines prepared by the California Department of Transportation and defined by the National Institute of Standards and Technology (NIST). U.S. Customary Units are officially used in the United States, and are also known in the US as "English" or "Imperial" units. In order to avoid confusion, all formal references to units of measure shall be made in terms of <u>U.S. Customary</u> Units.

Guidance for units of measure terminology, values, and conversions can be found in the Caltrans Metric Program Transitional Plan, Appendice B U.S. Customary General Primer (http://www.dot.ca.gov/hq/oppd/metric/TransitionPlan/Appendice-B-US-Customary-General-Primer.pdf). Caltrans Metric Program Transitional Plan, Appendice B can also be found as an attachment to the CHSTP Mapping and Survey Technical Memorandum.



2.0 CAPITAL COST ESTIMATING METHODOLOGY

Estimating methodologies are not static and must be flexible enough to adjust to the needs of the project's stage in the development process. The development process is described by the overall level of engineering design associated with the major development stages defined for the CHSTP:

| Development Stage | | | | Engineering Design Completion | | |
|--------------------|---|----|-------|-------------------------------|-----|------|
| Programmatic EIR/S | | | | | | |
| Project EIR/S | | | | | | |
| 15% Design Level | | | | | | |
| 30% Design Level | | | | | | |
| Design-Build | | | | | | |
| | 0 | 15 | 5% 30 | 0% | 90% | 100% |

Each development stage is represented by a range of engineering design completion and influenced by ongoing updates to the ridership demand forecast and associated revisions to estimated system capacity, service design and operating plans. Because of this variability, the appropriate estimating methods or procedures at a given milestone will be based on the actual levels of project engineering and scope definition present at that time. Because the program will be designed in multiple segments, the level of engineering design completed for major high-speed train system elements will be at different levels at any point in time. The goal of using established estimating methodologies is to assure that project estimates are prepared in a consistent and uniform manner, organized and standardized in methods, and formatted in order to facilitate estimate review and reporting.

2.1 ESTIMATING FORMAT

A consistent format is developed for the reporting, estimating, and managing of the project's capital costs. This document recommends using standard cost categories (SCC) established by the Federal Railroad Administration (FRA) as part of American Recovery and Reinvestment Act (ARRA) grant application requirements. Preparation of capital costs in SCC format is adopted throughout the 15% Design phase.

2.2 ESTIMATING SOFTWARE

Commercially available database software systems are used depending on the type of work elements. For example Timberline is used for surface heavy construction work elements and HCSS is used for underground work elements. However, in order to provide uniformity between numerous work elements and sections of the corridor and to provide consistent platform for reporting and analysis requirements, the cost data are exported to Microsoft Excel. This will better enable the review, edit consolidation and reporting of estimate components over the course and provide more flexibility to make adjustments.

2.3 FRA STANDARD COST CATEGORY (SCC)

The methodology used for generating capital cost estimates has been consistent with FRA guidelines for estimating capital costs. The heart of the FRA guidance is the SCC, which enables FRA-funded projects to develop budget baselines that summarize to the SCC. This cost structure is used for capital cost detail and summary sheets, and is described below. Where the level of design does not support quantity measurements, parametric estimating techniques were utilized.



2.3.1 Work Breakdown Structure (WBS)

This involves the development of the Work Breakdown Structure (WBS) that is applied to cost estimating and cost reporting. The WBS for estimating includes a coding system that is used for estimating elements. The WBS for reporting includes the development of a coding system that allows the cost estimates to be sorted and presented by categories and subcategories as prescribed by the FRA.

The WBS for capital cost estimates for the 15% Design level is based upon the FRA Standard Cost Categories is presented in Appendix A.

2.3.2 Estimated Unit Costs

The development of construction unit costs for each of the construction activities that is identified and quantified from the design documents. The development of individual or composite estimated unit costs is accomplished through the use of historical bid data and by unit cost analysis, as appropriate, using labor, equipment and material rates. Unit costs are expressed in current year dollars and are adjusted to reflect any regional variations.

These methods are used either individually or in combination. For the 15% Design level, when limited engineering details are available, the historical bid price method is typically used.

2.3.2.1 Historical Bid Price Method

Historical bid prices are typically used to develop costs for common construction elements. When using this method, the time of bid and conditions of the historical project used for pricing is taken into account and factors applied as needed:

- Adjust bid prices where the bid date is older than 12 months from the current date by using an appropriate escalation factor
- Adjust bid prices to reflect conditions of the project, such as type of terrain, geographical location, soil, traffic and other related factors. For location factor adjustments, the City Cost Index as published by RS Means is used.

Sources for historical bid prices that are used may come from local, regional, statewide and national levels, as well as from international high-speed rail projects with unique high-speed elements. Historical unit prices that are used for the CHSTP will be verified for appropriateness and documented as to their source as well as any adjustments for site, escalation or location factors.

2.3.2.2 Unit Cost Analysis Method

The estimated unit cost analysis method is typically used to develop costs for complex construction elements including but not limited to viaducts, retained earth systems, tunneling and underground structures. This method allows for unit costs to be developed based on current local construction and market conditions, such as changes which might affect productivity or the cost of labor or materials. The following steps are required in order to develop a unit price using this method:

- Analyze the proposed construction conditions
- Estimate production rates
- Compile a list of materials
- Obtain materials prices using local available sources
- Determine labor and equipment rates
- Calculate direct unit price using the above factors
- Add allowances for contractor overhead and profit to arrive at a in place unit price

Markup allowance on labor 20%

Markup allowance on equipment 20%



Markup allowance on material 7%

Markup allowance on subcontract or composite unit cost 7%

Markup allowance for profit 8%

The following sources are used to obtain basic cost data that is input into the database estimating program in order to develop any needed construction unit prices:

- Labor Rates RS Means national wages adjusted by City Cost Index factor, Federal Davis-Bacon Wage Determination and/or California Department of Industrial Relations Prevailing Wage Determinations.
- Equipment Rates RS Means and/or Corp of Engineers Construction Equipment Ownership and Operating Expense Schedule, Region VII.
- Material Prices Material and supply prices for locally available material are obtained from local supplier quotes, if possible. Secondary sources of material cost data may be taken from RS Means, Engineering News-Report (ENR) or other published resource.

A list of prototypical work elements and the units of measure are estimated for 15% Design level with corresponding estimated unit cost. Appendix B presents the list of variable cost elements within each FRA SCC 10's to 60's series. When required, additional project-specific work elements reflecting unique site conditions and configurations are identified and their estimated costs are developed in addition to prototypical unit costs. Examples of these project-specific unit costs include very high and/or long span iconic bridge structures, grade separations, specific roadway improvements, unique utility relocations, staged construction to accommodate existing rail or vehicular traffic, or restrictive site access conditions in urban areas.

2.3.3 Quantity Takeoffs

The task of quantity takeoffs involves preparation of estimated quantities either by direct measurement and calculation of construction elements that are shown in design drawings, sketches, electronically calculated for CADD files or established as an allowance quantity based on professional experience and judgment. Detailed quantity take-offs have not been done during this stage due to the preliminary nature of the drawings or sketches.

No specific methodology was prescribed for estimating quantities for the 15% Design level. The project participants used appropriate source and methodology for quantity take-offs. However, recording and transmitting the quantities in reviewable trail manner for quantities to be checked or spot-checked by others.

2.3.4 Allocated and Unallocated Contingencies

Contingency, in the statistical sense, is the estimated percentage by which a calculated value may differ from its true or final value and is typically included in an estimate as an allowance for the level of engineering design completion or to address imperfections in the estimating methods used at the various project development stages. Contingency is typically added to a particular item or group of items by the use of percentage multipliers. Contingency is generally greatest for the early stage of project development and decreases with advancement in the level of engineering design and pricing detail. During the preliminary design of the high-speed train project, the limited level of design information that is available requires the use of contingency allowances that are allocated against specific construction or procurement cost categories. The percentage selected for a given cost category are generally based on level of definition of the scope of work involved and substantiated by professional judgment and experience relative to level of uncertainty and historical cost variability typically seen for work within a particular cost category. For the purposes of this estimating program, contingency is assigned into two major categories – allocated and unallocated.

Allocated contingency is added to each cost category based on an assessment of the quality of design information; means and methods; and site accessibility available for individual items of work. This contingency typically falls in a range of 10% to 25%. The exact percentage selected



for each cost category is based on professional judgment and experience related to the cost variability typically seen for items of work within a particular cost category. The contingency is generally higher for underground elements reflecting the additional exposure for unknowns as well as the construction complexity. It is also higher for stations, terminals, storage yard facilities and utilities since their design progress is still in the conceptual level and identification of all the utilities are not determined. The percentages shown in Table 2-1 are the values that are normally used; however, slightly higher or lower values are used if a project-specific condition warrants.

Unallocated contingency is typically included to address uncertainties that are more global in nature like schedule delays, changes in contracting environment, or other such issues that are not associated with individual construction activities. Unallocated contingencies will be estimated at 5 percent of the total construction costs.

Table 2-1 Allocated Contingency Percentages by Cost Category

| Cost | Anocated Contingency Fercentages by Cost Category | Allocated | | | |
|--|--|---------------------------|--|--|--|
| Category No. | Description | Contingency Percentage | | | |
| No. Description P 10 Track Structures and Track | | | | | |
| | | | | | |
| 10.01 | Track structure: Viaduct | 10% | | | |
| 10.02 | Track structure: Major/Movable bridges | 10% | | | |
| 10.03 | Track structure: Undergrade bridges | 10% | | | |
| 10.04 | Track structure: Culverts and drainage structures | 10% | | | |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) | 20% | | | |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | 10% | | | |
| 10.07 | Track structure: Tunnel | 25% | | | |
| 10.08 | Track structure: Retaining walls and systems | 15% | | | |
| 10.09 | Track new construction: Conventional ballasted | 15% | | | |
| 10.10 | Track new construction: Non-ballasted | 15% | | | |
| 10.11 | Track rehabilitation: Ballast and surfacing | 15% | | | |
| 10.12 | Track rehabilitation: Ditching and drainage | 15% | | | |
| 10.13 | Track rehabilitation: Component replacement (rail, ties, etc) | 15% | | | |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | 15% | | | |
| 10.15 | Track: Major interlocking | 15% | | | |
| 10.16 | Track: Switch heaters (with power and control) | 15% | | | |
| 10.17 | Track: Vibration and noise dampening | 15% | | | |
| 10.18 | Other linear structures including fencing, sound walls | 15% | | | |
| 20 Statio | ns, Terminals, Intermodal | 25% | | | |
| 30 Suppo | rt Facilities: Yards, Shops, Admin. Bldgs | 25% | | | |
| 40 Sitewo | ork, Right of Way, Land, Existing Improvements | | | | |
| 40.01 | Demolition, clearing, site preparation | 25% | | | |
| 40.02 | Site utilities, utility relocation | 25% | | | |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground | 15% | | | |
| | water treatments | | | | |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | 20% | | | |
| 40.05 | Site structures including retaining walls, sound walls | 25% | | | |



| 40.06 | Temporary facilities and other indirect costs during construction | 10% |
|-------------------------------|---|-----|
| 40.07 | Purchase or lease of real estate | 20% |
| 40.08 | Highway/pedestrian overpass/grade separations | 20% |
| 40.09 | Relocation of existing households and businesses | 0% |
| 50 Communications & Signaling | | 15% |
| 60 Electric Traction | | |
| 70 Vehicles | | 0% |
| 80 Professional Services | | |

2.3.5 Environmental Mitigation

An allowance to account for the cost of environmental mitigation that relates to hydrology and water resources; wetland impact; hazardous material and waste; historic/archeology; safety and security; noise, vibration and air quality during construction and permanent aesthetic is included in the total capital cost. This allowance is based on 3% of the total cost of track structures, track work, station buildings, roadway modification and highway grade separation.

2.3.6 Right-of-Way Cost Estimate

This involves preparing estimated quantities of impacted properties, either permanent takes or temporary easements, which result from construction, operation, and maintenance of proposed high-speed train alignment alternatives. In order to arrive at the estimated cost, professional experience and judgment in the area of property valuation, business damages, and legal and administrative issues as they relate to the estimation of right-of-way costs are applied.

2.3.7 Vehicle Estimate

The cost for the section between Merced and Fresno do not include the acquisition of HST vehicles because they are part of the statewide HST System and are not associated with construction of individual sections of the HST System. Consistent with the 2009 business plan *Report to the Legislature* (Authority 2009), the cost of vehicles was determined by using publicly available data regarding recent sales of comparable equipment to other HST projects around the world and by informal consultations with the manufacturers. The systemwide cost of vehicle procurement is divided into two parts: Opening Day demand (assumes 60 trainsets in 2020) and Optional Orders, which accommodate the demand for increases in ridership (assumes 40 trainsets between 2025 and 2035). The estimated total vehicle costs required for Opening Day and Optional Orders is \$3.3 billion in year-of-expenditure dollars.

2.3.8 Program Implementation/Professional Services Add-ons

Program Implementation costs are included to represent the costs of engineering, project and construction management, contract administration, permits and fees, training/start-up/testing and any force account work. These add-on costs are calculated as a percentage of construction costs only (applied individually and not cumulatively and excluding vehicle procurement and right-of-way costs) and presented under Professional Services cost category in the estimate. The management and administration cost associated with right-of-way and rolling stock are included with the respective items.



| Program Management | 3.0% |
|-------------------------|-------|
| Final Design | 6.0% |
| Construction Management | 4.0% |
| Agency Costs | 0.5% |
| Total | 13.5% |

In addition, an allowance for system start-up and pre-revenue testing is added to the Professional Services cost category in the amount of 6% of the Train Controls, Communications and Electrification construction costs.

2.3.9 Escalation

Estimates are prepared in Base Year dollars with the Base Year defined as the current calendar year. Unit costs are updated annually or as required. For cost estimates with a base year that is older than the current calendar by one or more years, actual historical construction cost index values are used to calculate the escalation rate to be applied to bring a cost from the period in question to the present. A cost estimate prepared in the current base year cost will be projected into a future calendar year by using a cost escalation factor.

There are a wide variety of published construction cost indexes and economic forecasting publications, from both governmental as well as private sources. These indexes are normally calculated using a set of defined construction or procurement commodities that the sponsoring group determines to be representative of the market sector that they are trying to monitor and predict. Some indexes track the in-place constructed cost for a set of commodities that include material, labor and equipment costs plus contractor's overhead and profit. Other indexes may only track certain material prices, labor costs, or the cost of goods and services sold. Another aspect of these indexes that can affect their usefulness is whether they are calculated using regional or national market information.

The estimates are developed during EIR/EIS and completed in 2010 and as the result the rates reflected in the estimates are adjusted and expressed in 2010 Base Year. To project the estimated cost into future years, the following forecasted annual escalation rates are applied:

| 2011 | 3.0% |
|---------------------|------|
| 2012 and thereafter | 3.5% |

2.3.10 Finance Charge

Finance charges are not included in the overall project estimated cost.

2.4 ESTIMATE VALIDATION

Following preparation of the 15% Design level estimates, cost estimates will advance through a validation process. This task will assemble subject matter experts in the areas of engineering, construction, and estimating to perform an independent review of the scope, assumptions and basis used to prepare the cost estimate. This process will provide a thorough vetting of each cost estimate before it is finalized.

2.5 ESTIMATE RECONCILIATION

Reconciliations will be made between current cost estimates and cost estimates that are developed in the subsequent phases. The goal of reconciliation is to identify and document significant changes that may occur since the preparation of the prior capital cost estimate. Significant changes shall be identified in the reconciliation under one of three categories that best reflects the cause for the change: Quantity, Unit Price, or Scope. These changes shall be



referenced to specific line items in the estimate and shall include a brief written description of the change.



APPENDIX A WORK BREAKDOWN STRUCTURE (WBS)

WORK BREAKDOWN STRUCTURE (FRA STANDARD COST CATEGORIES)

| 10 TRACK S | TRUCTURES & TRACK |
|------------------|---|
| 10.01 | Track structure: Viaduct |
| 10.02 | Track structure: Major/Movable bridge |
| 10.03 | Track structure: Undergrade Bridges |
| 10.04 | Track structure: Culverts and drainage structures |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) |
| 10.07 | Track structure: Tunnel |
| 10.08 | Track structure: Retaining walls and systems |
| 10.09 | Track new construction: Conventional ballasted |
| 10.10 | Track new construction: Non-ballasted |
| 10.11 | Track rehabilitation: Ballast and surfacing |
| 10.12 | Track rehabilitation: Ditching and drainage |
| 10.13 | Track rehabilitation: Component replacement (rail, ties, etc) |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) |
| 10.15 | Track: Major interlockings |
| 10.16 | Track: Switch heaters (with power and control) |
| 10.17 | Track: Vibration and noise dampening |
| 10.18 | Other linear structures including fencing, sound walls |
| 20 STATION | NS, TERMINALS, INTERMODAL |
| 20.01 | Station buildings: Intercity passenger rail only |
| 20.02 | Station buildings: Joint use (commuter rail, intercity bus) |
| 20.03 | Platforms |
| 20.04 | Elevators, escalators |
| 20.05 | Joint commercial development |
| 20.06 | Pedestrian / bike access and accommodation, landscaping, parking lots |
| 20.07 | Automobile, bus, van accessways including roads |
| 20.08 | Fare collection systems and equipment |
| 20.09 | Station security |
| 30 SUPPOR | T FACILITIES: YARDS, SHOPS, ADMIN. BLDGS |
| 30.01 | Administration building: Office, sales, storage, revenue counting |
| 30.02 | Light maintenance facility |
| 30.03 | Heavy maintenance facility |
| 30.04 | Storage or maintenance-of-way building/bases |
| 30.05 | Yard and yard track |
| 40 SITEWO | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS |



| 40.01 | Demolition, clearing, site preparation |
|-----------|---|
| 40.02 | Site utilities, utility relocation |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatments |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks |
| 40.05 | Site structures including retaining walls, sound walls |
| 40.06 | Temporary facilities and other indirect costs during construction |
| 40.07 | Purchase or lease of real estate |
| 40.08 | Highway/pedestrian overpass/grade separations |
| 40.09 | Relocation of existing households and businesses |
| 50 COMN | MUNICATIONS & SIGNALING |
| 50.01 | Wayside signaling equipment |
| 50.02 | Signal power access and distribution |
| 50.03 | On-board signaling equipment |
| 50.04 | Traffic control and dispatching systems |
| 50.05 | Communications |
| 50.06 | Grade crossing protection |
| 50.07 | Hazard detectors: dragging equipment high water, slide, etc. |
| 50.08 | Station train approach warning system |
| 60 ELECTE | RIC TRACTION |
| 60.01 | Traction power transmission: High voltage |
| 60.02 | Traction power supply: Substations |
| 60.03 | Traction power distribution: Catenary and third rail |
| 60.04 | Traction power control |
| 70 VEHIC | .ES |
| 70.00 | Vehicle acquisition: Electric locomotive |
| 70.01 | Vehicle acquisition: Non-electric locomotive |
| 70.02 | Vehicle acquisition: Electric multiple unit |
| 70.03 | Vehicle acquisition: Diesel multiple unit |
| 70.04 | Vehicle acquisition: Loco-hauled passenger cars w/ ticketed space |
| 70.05 | Vehicle acquisition: Loco-hauled passenger cars w/o ticketed space |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles |
| 70.08 | Vehicle refurbishment: Electric locomotive |
| 70.09 | Vehicle refurbishment: Non-electric locomotive |
| 70.10 | Vehicle refurbishment: Electric multiple unit |
| 70.11 | Vehicle refurbishment: Diesel multiple unit |
| 70.12 | Vehicle refurbished: Passenger loco-hauled car w/ ticketed space |
| 70.13 | Vehicle refurbished: Non-passenger loco-hauled car w/o ticketed space |
| 70.14 | Vehicle refurbishment: Maintenance of way vehicles |



| Spare parts | | |
|---|--|--|
| IONAL SERVICES (applies to Cats. 10-60) | | |
| Service Development Plan/Service Environmental | | |
| Preliminary Engineering/Project Environmental | | |
| Final design | | |
| Project management for design and construction | | |
| Construction administration & management | | |
| Professional liability and other non-construction insurance | | |
| Legal; Permits; Review Fees by other agencies, cities, etc. | | |
| Surveys, testing, investigation | | |
| Engineering inspection | | |
| Start up | | |
| 90 UNALLOCATED CONTINGENCY | | |
| | | |

100 FINANCE CHARGES



APPENDIX B UNIT COST ELEMENTS

| No. | DESCRIPTION | UNIT |
|-----------|--|------------|
| | | |
| 10.01 | Track structure: Viaduct | |
| 10.01.122 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile |
| 10.01.123 | Elevated Structure - 1 Track (30' Avg. Pier Ht) | Route Mile |
| 10.01.124 | Elevated Structure - 1 Track (40' Avg. Pier Ht) | Route Mile |
| 10.01.125 | Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile |
| 10.01.222 | Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile |
| 10.01.223 | Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile |
| 10.01.224 | Elevated Structure - 2 Track (40' Avg. Pier Ht) | Route Mile |
| 10.01.225 | Elevated Structure - 2 Track (50' Avg. Pier Ht) | Route Mile |
| 10.01.226 | Elevated Structure - 2 Track (60' Avg. Pier Ht) | Route Mile |
| 10.01.227 | Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile |
| 10.01.242 | Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | |
| 10.01.244 | Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile |
| 10.01.245 | Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile |
| 10.01.246 | Elevated Structure - 4 Track (60' Avg. Pier Ht) | Route Mile |
| 10.01.247 | Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) | Route Mile |
| 10.01.323 | Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) | Route Mile |
| 10.01.325 | Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile |
| 10.01.326 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile |
| 10.01.327 | Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile |
| 10.01.422 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile |
| 10.01.423 | Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile |
| 10.01.423 | Elevated Structure (LS) - 2 Track (30 Avg. Pier Ht) Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40 Avg. Pier Ht) Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile |
| 10.01.425 | Elevated Structure (LS) - 2 Track (50 Avg. Pier Ht) Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile |
| 10.01.426 | Elevated Structure (LS) - 2 Track (60 Avg. Pier Ht) Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) | Route Mile |
| | Elevated Structure (LS) - 2 Track (70° Avg. Pier Ht) Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | Route Mile |
| 10.01.431 | Elevated Structure (LS-Tall) - 2-Single Tracks (110 Avg. Pier Ht) Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) | Route Mile |
| 10.01.432 | | Route Mile |
| 10.01.512 | Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile |
| 10.01.513 | | Route Mile |
| 10.01.514 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) | Route Mile |
| 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile |
| 10.01.522 | Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) | Route Mile |



| 10.01.524 Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) Route Mile 10.01.525 Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) Route Mile 10.01.612 Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) Route Mile 10.01.613 Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle Over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle Over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle Over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Str |
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| 10.01.612 Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) Route Mile 10.01.613 Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) |
| 10.01.613 Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile 10.016 Elevated Structure |
| 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Route Mile |
| 40 04 045 FL 4 100 4 CO 1 H 4 PP 4 T 1 (SOLA P) HO |
| |
| 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) Route Mile |
| 10.01.622 Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) Route Mile |
| 10.01.623 Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) Route Mile |
| 10.01.624 Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) Route Mile |
| 10.01.625 Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) Route Mile |
| 10.01.944 Elevated Structure - 2 Track w/ 2 Single Trenches Route Mile |
| 10.02 Track structure: Major/Movable bridge |
| 10.02.013 Bridge Structure - 3 span with 1 Track Route Mile |
| 10.02.023 Bridge Structure - 3 span with 2 Track Route Mile |
| 10.02.043 Bridge Structure - 3 span with 4 Track Route Mile |
| 10.05 Track structure: Cut and Fill (> 4' height/depth) |
| 10.05.111 At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) Route Mile |
| 10.05.112 At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) Route Mile |
| 10.05.113 At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) Route Mile |
| 10.05.114 At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) Route Mile |
| 10.05.121 At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) Route Mile |
| 10.05.122 At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) Route Mile |
| 10.05.123 At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) Route Mile |
| 10.05.124 At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) Route Mile |
| 10.05.126 At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) Route Mile |
| 10.05.128 At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) Route Mile |
| 10.05.130 At-Grade Track-bed in Cut - 2 Track (80' Avg. Exc Depth) Route Mile |
| 10.05.132 At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) Route Mile |
| 10.05.211 At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) Route Mile |
| 10.05.212 At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) Route Mile |
| 10.05.213 At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) Route Mile |
| 10.05.214 At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) Route Mile |
| 10.05.221 At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) Route Mile |
| 10.05.222 At-Grade Track-bed in Fill - 2 Track (10' Avg. Fill Ht) Route Mile |
| 10.05.223 At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) Route Mile |
| 10.05.224 At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) Route Mile |
| 10.05.226 At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) Route Mile |
| 10.05.228 At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) Route Mile |
| 10.05.230 At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) Route Mile |
| 10.05.232 At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) Route Mile |
| 10.06 Track structure: At-grade (grading and subgrade |
| stabilization) |
| 10.06.210 At-Grade Track-bed with Closed Drainage - 1 Track Route Mile |
| 10.06.220 At-Grade Track-bed with Closed Drainage - 2 Track Route Mile |



| 10.06.230 | At-Grade Track-bed with Closed Drainage - 3 Track | Route Mile |
|-----------|---|-------------|
| 10.06.240 | At-Grade Track-bed with Closed Drainage - 4 Track | Route Mile |
| 10.07 | Track structure: Tunnel | Route Wille |
| 10.07.101 | TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile |
| 10.07.103 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock | Route Mile |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock | Route Mile |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock | Route Mile |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock | Route Mile |
| 10.07.205 | D&B Double Track Tunnel 50ft ID in hard rock | Route Mile |
| 10.07.206 | D&B Double Track Tunnel 50ft ID in rock | Route Mile |
| 10.07.301 | SEM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile |
| 10.07.303 | SEM Double Track Tunnel 40ft ID in soft ground | Route Mile |
| 10.07.304 | SEM Double Track Tunnel 40ft ID in soft ground | Route Mile |
| 10.07.305 | SEM Double Track Tunnel 50ft ID in soft ground | Route Mile |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground | Route Mile |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock | Route Mile |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock | Route Mile |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock | Route Mile |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock | Route Mile |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock | Route Mile |
| 10.07.406 | RH Double Track Tunnel 50ft ID in soft rock | Route Mile |
| 10.07.207 | D&B Cross Passage conservative cost in rock | Linear Feet |
| 10.07.407 | RH Cross Passage conservative cost in soft rock | Linear Feet |
| 10.07.501 | Cross Passage in Soft Ground | Linear Feet |
| 10.07.502 | Cross Passage in Soft Ground, including jet grout | Linear Feet |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Route Mile |
| 10.07.115 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile |
| 10.07.116 | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile |
| 10.07.214 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile |
| 10.07.215 | Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) | Route Mile |
| 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile |
| 10.07.224 | Cut & Cover Box - 2 Track/ 2 Box (40' Avg. Exc Depth) | Route Mile |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile |
| 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile |
| 10.07.414 | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile |
| 10.07.415 | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) | Route Mile |
| 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile |
| 10.07.801 | Ventilation Shaft | VF |



| 10.07.802 | Mid-Line Ventilation Structure | ıc |
|-----------|---|------------|
| 10.07.803 | Tunnel Portal Structure | LS |
| 10.07.805 | Emergency Access Shaft | LS |
| 10.07.850 | Pumping Station | VF |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) | EA |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Double) | Route Mile |
| 10.07.902 | Ventilation Equipment Allowance | Route Mile |
| 10.07.920 | Double Deck - 2 Track Trench on Top of 2 Track C&C Box | EA |
| 10.07.922 | Allowance for Construction Monitoring | Route Mile |
| | | Route Mile |
| 10.08 | Track structure: Retaining walls and systems Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) | 5 |
| 10.08.211 | Retained Cut, Trench - 1 Track (10 Avg. Exc Depth) Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) | Route Mile |
| | | Route Mile |
| 10.08.213 | Retained Cut, Trench - 1 Track (30' Avg. Exc Depth) | Route Mile |
| 10.08.221 | Retained Cut, Trench - 2 Track (10' Avg. Exc Depth) | Route Mile |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile |
| 10.08.241 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | Route Mile |
| 10.08.242 | Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) | Route Mile |
| 10.08.243 | Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) | Route Mile |
| 10.08.344 | Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile |
| 10.08.346 | Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile |
| 10.08.411 | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile |
| 10.08.423 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile |
| 10.09 | Track new construction: Conventional ballasted | |
| 10.09.110 | Ballasted Track - 1 Track | Route Mile |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile |
| 10.09.120 | Ballasted Track - 2 Track | Route Mile |
| 10.09.122 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile |
| 10.09.240 | Ballasted Track - 2 Track (Station Track) | Route Mile |
| 10.09.810 | Ballasted Freight Track - 1 Track | Route Mile |
| 10.09.820 | Ballasted Freight Track - 2 Track | Route Mile |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile |
| 10.10 | Track new construction: Non-ballasted | |
| 10.10.110 | Direct Fixation Track - 1 Track | Route Mile |
| 10.10.120 | Direct Fixation Track - 2 Track | Route Mile |
| 10.10.140 | Direct Fixation Track - 4 Track | Route Mile |
| 10.10.210 | Independent Dual Block Track - 1 Track | Route Mile |
| 10.10.220 | Independent Dual Block Track - 2 Track | Route Mile |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile |



| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | |
|-----------|--|----|
| 10.14.100 | Direct Fixation Turnout (60 MPH) | EA |
| 10.14.105 | Direct Fixation Turnout (80 MPH) | EA |
| 10.14.110 | Direct Fixation Turnout (110 MPH) | EA |
| 10.14.115 | Direct Fixation Turnout (150 MPH) | EA |
| 10.14.130 | Direct Fixation Crossover (60 MPH) | EA |
| 10.14.135 | Direct Fixation Crossover (80 MPH) | EA |
| 10.14.140 | Direct Fixation Crossover (110 MPH) | EA |
| 10.14.145 | Direct Fixation Crossover (150 MPH) | EA |
| 10.14.200 | Ballasted Turnout (60 MPH) | EA |
| 10.14.205 | Ballasted Turnout (80 MPH) | EA |
| 10.14.210 | Ballasted Turnout (110 MPH) | EA |
| 10.14.215 | Ballasted Turnout (150 MPH) | EA |
| 10.14.300 | Ballasted Crossover (60 MPH) | EA |
| 10.14.305 | Ballasted Crossover (80 MPH) | EA |
| 10.14.310 | Ballasted Crossover (110 MPH) | EA |
| 10.14.315 | Ballasted Crossover (150 MPH) | EA |
| 10.14.400 | Terminal - Bumping Post | |
| 20.01 | Station buildings: Intercity passenger rail only | |
| 20.01.105 | Millbrae Station | LS |
| 20.01.105 | Millbrae Station - Site Elements | LS |
| 20.02.200 | Redwood/Palo Alto Station | LS |
| 20.02.201 | Redwood/Palo Alto Station - Site Elements | LS |
| 20.02.215 | Gilroy Station | LS |
| 20.02.216 | Gilroy Station - Site Elements | LS |
| 20.02.225 | San Jose Station | LS |
| 20.02.226 | San Jose Station-Site Elements | LS |
| 20.01.100 | Artic Station | LS |
| 20.01.110 | LA Union Station | LS |
| 20.02.205 | Norwalk Station | LS |
| 20.02.206 | Norwalk Station - Site Elements | LS |
| 20.02.210 | Tulare Station | LS |
| 20.02.211 | Tulare Station - Site Elements | LS |
| 20.02.220 | Burbank Station | LS |
| 20.02.221 | Burbank Station - Site Elements | LS |
| 20.02.230 | Merced Station | LS |
| 20.02.231 | Merced Station - Site Elements | LS |
| 20.02.235 | Fresno Station | LS |
| 20.02.236 | Fresno Station - Site Elements | LS |
| 20.02.240 | Bakersfield Station | LS |
| 20.02.241 | Bakersfield Station - Site Elements | LS |
| 20.02.245 | Palmdale Station | LS |
| 20.02.246 | Palmdale Station - Site Elements | LS |



| 20.02.250 | Sylmar Station | LS |
|---|---|--|
| 20.02.251 | Sylmar Station - Site Elements | LS |
| 20.06 | Pedestrian / bike access and accommodation, | |
| 20.00 | landscaping, parking lots | |
| 20.06.120 | Pedestrian Access (Cut & Cover) | LF |
| 20.06.140 | Pedestrian Plaza | SF |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA |
| 20.06.210 | Parking - At Grade | STL |
| 20.06.250 | Parking - Structured (Above Grade) | STL |
| 20.06.800 | Landscaping Allowance | SF |
| 20.06.810 | Landscaping Allowance, Guideway | Route Mile |
| 20.07 | Automobile, bus, van accessways including | |
| | roads | |
| 20.07.010 | Roadway Modification, New AC Paving | SF |
| 20.07.020 | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | SF |
| 20.07.710 | Permanent Service/Emergency Access Road (20' Wide) | Route Mile |
| 20.07.715 | Access Road Entrance Point | EA |
| 20.07.800 | Streetscaping Allowance | ESF |
| 30.02 | Light maintenance facility | |
| 30.02.010 | Light Maintenance Facility (LMF) | EA |
| 30.03 | Heavy maintenance facility | |
| 30.03.010 | Heavy Maintenance Facility (HMF) | EA |
| 30.04 | Storage or maintenance-of-way building/bases | |
| 30.04.010 | Maintenance of Way Facility (MOWF) | EA |
| 30.05 | Yard and yard track | |
| 30.05.110 | Ballasted Track - Yard Track | Route Mile |
| 30.05.200 | Ballasted Turnout, No. 15 | EA |
| 30.05.210 | Ballasted Diamond Crossover, No. 15 | EA |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | TF |
| 40.01 | Demolition, clearing, site preparation | |
| 40.01.010 | Demolition Allowance, Bridge | SF |
| 40.01.050 | Demolition Allowance, Building (1 Story) | SF |
| 40.01.060 | Demolition Allowance, Building (2 Story) | SF |
| 40.01.110 | Demolition Allowance, Asphalt Pavement | SY |
| 40.01.140 | Demolition Allowance, Concrete Curb | LF |
| 40.01.150 | Demolition Allowance, Concrete Sidewalk | SY |
| 40.01.810 | Demolition Allowance, Remove Railroad Track | Route Mile |
| 40 04 000 | | |
| 40.01.900 | Miscellanous Excavation & Support Items | LS |
| 40.02 | Site utilities, utility relocation | |
| 40.02 40.02.001 | Site utilities, utility relocation Utility Relocation Allowance, Level 1 | Route Mile |
| 40.02 40.02.001 40.02.002 | Site utilities, utility relocation Utility Relocation Allowance, Level 1 Utility Relocation Allowance, Level 2 | Route Mile Route Mile |
| 40.02 40.02.001 40.02.002 40.02.003 | Site utilities, utility relocation Utility Relocation Allowance, Level 1 Utility Relocation Allowance, Level 2 Utility Relocation Allowance, Level 3 | Route Mile Route Mile Route Mile |
| 40.02 40.02.001 40.02.002 | Site utilities, utility relocation Utility Relocation Allowance, Level 1 Utility Relocation Allowance, Level 2 | Route Mile Route Mile |



| 40.02.050 | Site Utility Allowance | Route Mile |
|-----------|---|------------|
| 40.03 | Hazardous material, contaminated soil | |
| | removal/mitigation, ground water treatments | |
| 40.03.100 | Hazardous Material Removal Allowance, Light | Route Mile |
| 40.03.105 | Hazardous Material Removal Allowance, Medium | Route Mile |
| 40.03.110 | Hazardous Material Removal Allowance, Heavy | Route Mile |
| 40.03.150 | Removal of Contaminated Soil | CF |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | |
| 40.04.100 | Environmental Mitigation Allowance, Light | Route Mile |
| 40.04.105 | Environmental Mitigation Allowance, Medium | Route Mile |
| 40.04.110 | Environmental Mitigation Allowance, Heavy | Route Mile |
| 40.05 | Site structures including retaining walls, sound walls | |
| 40.05.012 | Retaining Wall - 1 Wall (12' Avg. Height) | LF |
| 40.05.111 | Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | LF |
| 40.05.120 | Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | LF |
| 40.05.211 | Sound Wall - 1 Wall (8' Avg. Height) | LF |
| 40.05.310 | Intrusion Protection Berm | LF |
| 40.06 | Temporary facilities and other indirect costs | |
| .0.00 | during construction | |
| 40.07 | Purchase or lease of real estate | |
| | Right-of-Way Required for Segment | |
| 40.07.100 | Dense Urban | Acre |
| 40.07.101 | Urban | Acre |
| 40.07.102 | Dense Suburban | Acre |
| 40.07.103 | Suburban | Acre |
| 40.07.104 | Farmland | Acre |
| 40.07.105 | Undeveloped | Acre |
| | Right-of-Way Required for Stations and Maintenance Facilities | |
| 40.07.200 | Dense Urban | Acre |
| 40.07.201 | Urban | Acre |
| 40.07.202 | Dense Suburban | Acre |
| 40.07.203 | Suburban | Acre |
| 40.07.204 | Undeveloped | Acre |
| 40.08 | Highway/pedestrian overpass/grade separations | |
| 40.08.322 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks | EA |
| 40.08.324 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | EA |
| 40.08.326 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 2 tracks | EA |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA |



| 60.03.100 | Traction Power Distribution | Route Mile |
|-----------|---|------------|
| 60.03 | Traction power distribution: Catenary and third | |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA |
| 60.02.020 | Traction Power, Switching Station Site Work | EA |
| 60.02.010 | Traction Power, Supply Station Site Work | EA |
| 60.02.100 | Traction Power Supply | Route Mile |
| 60.02 | Traction power supply: Substations | |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile |
| 50.05 | Communications | |
| 50.01.030 | Train Control, Wayside Facility Site Work | EA |
| 50.01.020 | Wayside Protection System | Route Mile |
| 50.01.010 | Train Controls (ATC) | Route Mile |
| 50.01 | Wayside signaling equipment | |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA |
| 40.08.422 | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA |



APPENDIX C DETAILED CAPITAL COST BUDGET

(see Attachment)



| FRA STANDARD COST CATEGORIES BASE YEAR FY 2010 DOLLARS (Thousands) | FNO-BFD BNSF (Fresno Mariposa Station) F1, H, C3, P, A2, L3, WS1, B1 | FNO-BFD Corcoran Elevated F1, H, C1, P, A2, L3, WS1, B1 | FNO-BFD Corcoran Bypass F1, H,C2, P, A2, L3, WS1, B1 | FNO-BFD Allensworth Bypass F1, H, C3, P, A1, L1, WS1, B1 | |
|---|--|--|---|---|--|
| 10 TRACK STRUCTURES & TRACK | \$ 2,638,000 | \$ 2,887,000 | \$ 2,608,000 | \$ 2,620,000 | |
| 20 STATIONS, TERMINALS, INTERMODAL | \$ 300,000 | \$ 300,000 | \$ 300,000 | \$ 300,000 | |
| 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ - | \$ - | \$ - | \$ - | |
| 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 2,255,000 | \$ 2,153,000 | \$ 2,149,000 | \$ 2,099,000 | |
| 50 COMMUNICATIONS & SIGNALING | \$ 195,000 | \$ 195,000 | \$ 196,000 | \$ 195,000 | |
| 60 ELECTRIC TRACTION | \$ 638,000 | \$ 638,000 | \$ 639,000 | \$ 637,000 | |
| 70 VEHICLES | \$ - | \$ - | \$ - | \$ - | |
| 80 PROFESSIONAL SERVICES (applies to Cats. 10-60) | \$ 726,000 | \$ 748,000 | \$ 710,000 | \$ 702,000 | |
| 90 UNALLOCATED CONTINGENCY | \$ 259,000 | \$ 266,000 | \$ 254,000 | \$ 251,000 | |
| 100 FINANCE CHARGES | \$ - | \$ - | \$ - | \$ - | |
| TOTAL: | \$ 7,011,000 | \$ 7,187,000 | \$ 6,856,000 | \$ 6,804,000 | |

| FRA STANDARD COST CATEGORIES BASE YEAR FY 2010 DOLLARS (Thousands) | FNO-BFD Wasco-Shafter Bypass F1, H, C3, P, A2, L4, WS2, B1 | | FNO-BFD Bakersfield South F1, H, C3, P, A2, L3, WS1, B2 | FNO-BFD Corcoran Elevated/ Allensworth Bypass F1, H, C1, P, A1, L1, WS1, B1 | FNO-BFD Corcoran Elevated/ Wasco-Shafter Bypass F1, H, C1, P, A2, L4, WS2, B1 | |
|---|---|----|--|---|---|--|
| 10 TRACK STRUCTURES & TRACK | \$ 2,473,0 | 00 | \$ 2,577,000 | \$ 2,869,000 | \$ 2,722,000 | |
| 20 STATIONS, TERMINALS, INTERMODAL | \$ 300,0 | 00 | \$ 300,000 | \$ 300,000 | \$ 300,000 | |
| 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ | - | \$ - | \$ - | \$ - | |
| 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 2,116,0 | 00 | \$ 2,269,000 | \$ 1,997,000 | \$ 2,014,000 | |
| 50 COMMUNICATIONS & SIGNALING | \$ 193,0 | 00 | \$ 194,000 | \$ 195,000 | \$ 193,000 | |
| 60 ELECTRIC TRACTION | \$ 632,0 | 00 | \$ 638,000 | \$ 637,000 | \$ 632,000 | |
| 70 VEHICLES | \$ | - | \$ - | \$ - | \$ - | |
| 80 PROFESSIONAL SERVICES (applies to Cats. 10-60) | \$ 684,0 | 00 | \$ 715,000 | \$ 724,000 | \$ 706,000 | |
| 90 UNALLOCATED CONTINGENCY | \$ 245,0 | 00 | \$ 257,000 | \$ 258,000 | \$ 252,000 | |
| 100 FINANCE CHARGES | \$ | _ | \$ - | \$ - | \$ - | |
| TOTAL: | \$ 6,643,0 | 00 | \$ 6,950,000 | \$ 6,980,000 | \$ 6,819,000 | |

| FRA STANDARD COST CATEGORIES BASE YEAR FY 2010 DOLLARS (Thousands) | FNO-BFD Corcoran Elevated/ Bakersfield South F1, H, C1, P, A2, L3, WS1, B2 | | FNO-BFD Corcoran Elevated/ Allensworth Bypass/ Wasco-Shafter F1, H, C1, P, A1, L2, WS2, B1 | FNO-BFD Corcoran Elevated/ Allensworth/ Bakersfield South F1, H, C1, P, A1, L1, WS1, B2 | FNO-BFD Corcoran Elevated/ Allensworth/ Wasco- Shafter/ Bakersfield South F1, H, C1, P, A1, L2, WS2, B2 |
|---|--|-------|--|--|---|
| 10 TRACK STRUCTURES & TRACK | \$ 2,826,00 | 0 9 | \$ 2,676,000 | \$ 2,808,000 | \$ 2,615,000 |
| 20 STATIONS, TERMINALS, INTERMODAL | \$ 300,00 | 0 9 | \$ 300,000 | \$ 300,000 | \$ 300,000 |
| 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ | - 5 | \$ - | \$ - | \$ - |
| 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 2,167,00 | 0 5 | \$ 1,859,000 | \$ 2,011,000 | \$ 1,873,000 |
| 50 COMMUNICATIONS & SIGNALING | \$ 194,00 | 0 5 | \$ 193,000 | \$ 194,000 | \$ 192,000 |
| 60 ELECTRIC TRACTION | \$ 638,00 | 0 5 | \$ 631,000 | \$ 637,000 | \$ 631,000 |
| 70 VEHICLES | \$ | - 5 | \$ - | \$ - | \$ - |
| 80 PROFESSIONAL SERVICES (applies to Cats. 10-60) | \$ 737,00 | 0 5 | \$ 679,000 | \$ 713,000 | \$ 668,000 |
| 90 UNALLOCATED CONTINGENCY | \$ 264,00 | 0 5 | \$ 243,000 | \$ 256,000 | \$ 241,000 |
| 100 FINANCE CHARGES | \$ | - 5 | \$ - | \$ - | \$ - |
| TOTAL: | \$ 7,126,00 | 0 5 | \$ 6,581,000 | \$ 6,919,000 | \$ 6,520,000 |

| FRA STANDARD COST CATEGORIES BASE YEAR FY 2010 DOLLARS (Thousands) | FNO-BFD Corcoran Elevated/ Wasco-Shafter Bypass/ Bakersfield South F1, H, C1, P, A2, L4, WS2, B2 | FNO-BFD Corcoran Bypass/ Allensworth Bypass F1, H, C2, P, A1, L1, WS1, B1 | FNO-BFD Corcoran Bypass/ Wasco-Shafter Bypass F1, H, C2, P, A2, L4, WS2, B1 | FNO-BFD Corcoran Bypass/ Bakersfield South F1, H, C2, P, A2, L3, WS1, B2 |
|---|---|---|---|--|
| 10 TRACK STRUCTURES & TRACK | \$ 2,661,000 | \$ 2,590,000 | \$ 2,443,000 | \$ 2,547,000 |
| 20 STATIONS, TERMINALS, INTERMODAL | \$ 300,000 | \$ 300,000 | \$ 300,000 | \$ 300,000 |
| 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ - | \$ - | \$ - | \$ - |
| 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 2,028,000 | \$ 1,993,000 | \$ 2,010,000 | \$ 2,163,000 |
| 50 COMMUNICATIONS & SIGNALING | \$ 192,000 | \$ 196,000 | \$ 194,000 | \$ 195,000 |
| 60 ELECTRIC TRACTION | \$ 632,000 | \$ 638,000 | \$ 633,000 | \$ 639,000 |
| 70 VEHICLES | \$ - | \$ - | - | \$ - |
| 80 PROFESSIONAL SERVICES (applies to Cats. 10-60) | \$ 695,000 | \$ 686,000 | \$ 668,000 | \$ 699,000 |
| 90 UNALLOCATED CONTINGENCY | \$ 250,000 | \$ 246,000 | \$ 240,000 | \$ 252,000 |
| 100 FINANCE CHARGES | \$ - | \$ - | \$ - | \$ - |
| TOTAL: | \$ 6,758,000 | \$ 6,649,000 | \$ 6,488,000 | \$ 6,795,000 |

| FRA STANDARD COST CATEGORIES BASE YEAR FY 2010 DOLLARS (Thousands) | FNO-BFD Corcoran Bypass/ Allensworth/ Wasco- Shafter F1, H, C2, P, A1, L2, WS2, B1 | | FNO-BFD Corcoran Bypass/ Allensworth/ Bakersfield South F1, H, C2, P, A1, L1, WS1, B2 | | FNO-BFD Corcoran Bypass/ Allensworth/ Wasco- Safter/ Bakersfield South F1, H, C2, P,A1, L2, WS2, B2 | | W Ba | FNO-BFD rcoran Bypass/ /asco-Shafter/ kersfield South C2, P, A2, L4, WS2, B2 |
|---|---|---------|---|-----------|---|-----------|---------|---|
| 10 TRACK STRUCTURES & TRACK | \$ 2,3 | 397,000 | \$ | 2,529,000 | \$ | 2,336,000 | \$ | 2,382,000 |
| 20 STATIONS, TERMINALS, INTERMODAL | \$ | 300,000 | \$ | 300,000 | \$ | 300,000 | \$ | 300,000 |
| 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ | - | \$ | - | \$ | - | \$ | - |
| 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 1,8 | 355,000 | \$ | 2,007,000 | \$ | 1,869,000 | \$ | 2,024,000 |
| 50 COMMUNICATIONS & SIGNALING | \$ | 194,000 | \$ | 195,000 | \$ | 193,000 | \$ | 193,000 |
| 60 ELECTRIC TRACTION | \$ | 632,000 | \$ | 638,000 | \$ | 632,000 | \$ | 633,000 |
| 70 VEHICLES | \$ | - | \$ | - | \$ | - | \$ | - |
| 80 PROFESSIONAL SERVICES (applies to Cats. 10-60) | \$ | 641,000 | \$ | 675,000 | \$ | 630,000 | \$ | 657,000 |
| 90 UNALLOCATED CONTINGENCY | \$ | 231,000 | \$ | 244,000 | \$ | 229,000 | \$ | 238,000 |
| 100 FINANCE CHARGES | \$ | - | \$ | - | \$ | - | \$ | - |
| TOTAL: | \$ 6,2 | 250,000 | \$ | 6,588,000 | \$ | 6,189,000 | \$ | 6,427,000 |

| FRA STANDARD COST CATEGORIES BASE YEAR FY 2010 DOLLARS (Thousands) | FNO-BFD Allensworth Bypass/ Wasco Shafter F1, H, C3, P, A1, L2, WS2, B1 | FNO-BFD Allensworth Bypass/ Bakersfield South F1, H, C3, P, A1, L1, WS1, B2 | FNO-BFD Allensworth Bypass/ Wasco Shafter/ Bakersfield South F1, H, C3, P, A1, L2, WS2, B2 | FNO-BFD Wasco Shafter Bypass/ Bakersfield South F1, H, C3, P, A2, L4, WS2, B2 |
|---|---|---|---|---|
| 10 TRACK STRUCTURES & TRACK | \$ 2,427,000 | \$ 2,559,000 | \$ 2,366,000 | \$ 2,412,000 |
| 20 STATIONS, TERMINALS, INTERMODAL | \$ 300,000 | \$ 300,000 | \$ 300,000 | \$ 300,000 |
| 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ - | \$ - | \$ - | \$ - |
| 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 1,961,000 | \$ 2,113,000 | \$ 1,975,000 | \$ 2,130,000 |
| 50 COMMUNICATIONS & SIGNALING | \$ 193,000 | \$ 194,000 | \$ 192,000 | \$ 192,000 |
| 60 ELECTRIC TRACTION | \$ 631,000 | \$ 637,000 | \$ 631,000 | \$ 632,000 |
| 70 VEHICLES | \$ - | \$ - | \$ - | \$ - |
| 80 PROFESSIONAL SERVICES (applies to Cats. 10-60) | \$ 657,000 | \$ 691,000 | \$ 646,000 | \$ 673,000 |
| 90 UNALLOCATED CONTINGENCY | \$ 236,000 | \$ 249,000 | \$ 234,000 | \$ 243,000 |
| 100 FINANCE CHARGES | \$ - | \$ - | \$ - | \$ - |
| TOTAL: | \$ 6,405,000 | \$ 6,743,000 | \$ 6,344,000 | \$ 6,582,000 |

| Section Sect | | Detailed Capital Cost Budget | | | | |
|--|------------------------------------|--|--------------|----------|----------|--|
| Company Comp | Environmental Segment: Subsection: | | | | | |
| 1902 Tack structure Woods S | | | | | • | |
| 1902 Track sharpton (Neurophico) Relating states 1 | | | \$ - | \$ - | \$ - | |
| 19.00 Teck shructure Cuber's and drainage structures | 10.02 | Track structure: Major/Movable bridge | \$ - | \$ - | \$ - | |
| Task structure Cut and First Progression and subgrose techniques Section | | 9 9 | \$ - | | T | |
| Track structure Tunion | | | \$ - | • | <u> </u> | |
| 1938 Track structure Petaming woulk and systems | | | | | | |
| 1939 Track new construction Conventional ballated \$ \$ \$ \$ \$ \$ \$ \$ \$ | | | | | | |
| 19.11 Track rehabilitation Distribute and defining | | | | • | , | |
| Section Sect | 10.10 | Track new construction: Non-ballasted | | | | |
| 19.13 Task rebuilbulation: Comprised replacement (rule, let., ct., ct., ct., ct., ct., ct., ct., c | | | \$ - | | | |
| 19.14 Track-Special brack word (workbes, hurrout, hundred point) 5 | | | \$ - \$ - | | T | |
| 19.16 Track Switch halter set pricing power and control | | | \$ - | | \$ - | |
| 19.17 Teck- Winardson and rotes dempening \$ \$ \$ \$ \$ \$ \$ \$ \$ | | | | | | |
| Diagnost Date | | | | | | |
| STATIONS TERMINAS INTERMOON | 10.18 | , g | | • | , | |
| Sation buildings: Interest(prasseger ral only S | Total for | Category 10 Track Structure & Track | \$ - | \$ - | \$ - | |
| Sation buildings: Interest(prasseger ral only S | 20 STATIO | DNS. TERMINALS. INTERMODAL | | | | |
| Patrons | 20.01 | | \$ - | \$ - | \$ - | |
| Devotors, escalators | 20.02 | | | | | |
| District Commercial development | | | | | | |
| Automobile, Bus, van accessways including roads \$ \$ \$ \$ \$ \$ \$ \$ \$ | | | т | | т | |
| Same Collection systems and equipment S S S S S S S S S | 20.06 | | | | | |
| Sation security | | | | | T | |
| SUBPORT RACILITIES VARDS SHOPS, ADMIN. BLDGS | 20.09 | | | • | | |
| Administration building: Office, sales, storage, revenue counting \$ \$ \$ \$ \$ \$ \$ \$ \$ | Total for | Category 20 STATIONS, TERMINALS, INTERMODAL | \$ - | \$ - | \$ - | |
| Administration building: Office, sales, storage, revenue counting \$ \$ \$ \$ \$ \$ \$ \$ \$ | 30 SUPPO | DRT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS | | | | |
| Accordance Section S | | | \$ - | \$ - | \$ - | |
| Storage or maintenance-of-way building/bases \$ \$ \$ \$ \$ \$ \$ \$ \$ | | | | | | |
| Sample S | | | | | | |
| ### STREVORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS ### Demolition, clearing, site preparation ### Stream | 30.05 | | | | T | |
| Demolition, clearing, site preparation S | Total for | Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ - | \$ - | \$ - | |
| Demolition, clearing, site preparation S | 40 SITEW | ORK. RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | | | | |
| Hazardous material, contaminated soil removal/mitigation, ground water treatments \$ | | | \$ - | \$ - | \$ - | |
| Environmental mitigation: wetlands, historic/acheology, parks S | 40.02 | | | T | | |
| Site structures including retaining walls, sound walls | | | | | | |
| Apply Purchase or lease for all estate \$ 84,004,058 \$ 16,800,812 \$ 100,804,870 | 40.05 | | | | | |
| Highway/pedestrian overpass/grade separations Subtotal for Sitework, Land & Existing Improvements Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Wey Subtotal for Right of Right of Wey Subtotal for Right of Right of | 40.06 | | \$ - | \$ - | \$ - | |
| Relocation of existing households and businesses S | | | | | | |
| Subtotal for Right of Way S 84,004,058 S 16,800,812 S 100,804,870 | 40.09 | | | | | |
| Total for Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS \$ 84,004,058 \$ 16,800,812 \$ 100,804,870 | | | | · · | | |
| SO COMMUNICATIONS & SIGNALING SO | Total for | , , , | | | | |
| Social Signal power access and distribution Social | | | | ,, | | |
| Signal power access and distribution Signal power access and ac | | | ć | ć | ć | |
| Solid Francisco Solid | | | | | | |
| So.05 Communications Grade crossing protection So.07 Hazard detectors: dragging equipment high water, slide, etc. So.08 Station train approach warning system So.07 Hazard detectors: dragging equipment high water, slide, etc. So.08 Station train approach warning system So.09 Station tr | | On-board signaling equipment | | | | |
| 50.06 Grade crossing protection 50.07 Hazard detectors: dragging equipment high water, slide, etc. 50.08 Station train approach warning system 50.01 Traction power transmission: High voltage 50.02 Traction power transmission: High voltage 50.03 Traction power supply: Substations 60.04 Traction power supply: Substations 60.04 Traction power distribution: Catenary and third rai 60.04 Traction power control 60.04 Traction power control 60.05 Station train approach warning system 60.06 Station train approach warning system 60.07 Station power transmission: High voltage 60.08 Station train approach warning system 60.09 Station train approach warning system 60.00 Traction power transmission: High voltage 60.01 Traction power transmission: High voltage 60.02 Traction power transmission: High voltage 60.03 Traction power transmission: High voltage 60.04 Traction power transmission: High voltage 60.05 Station transmission: High voltage 60.06 Station transmission: High voltage 60.07 Station transmission: High voltage 60.08 Station transmission: High voltage 60.08 Station transmission: High voltage 60.09 Station transmission: High voltage 60.00 Station transmission: High voltage 60. | 50.04 | | | | | |
| \$ 1. \$ 2. \$ 2. \$ 2. \$ 2. \$ 2. \$ 2. \$ 2. | | | | | | |
| Total for Category 50 COMMUNICATIONS & SIGNALING | 50.07 | | \$ - | \$ - | \$ - | |
| Collection Col | 50.08 | | | | | |
| Faction power transmission: High voltage \$ - \$ - \$ - \$ - \$ - 60.02 | Total for | Category 50 COMMUNICATIONS & SIGNALING | 5 - | <u> </u> | 5 - | |
| Sample Sample Substations Sample Sampl | | | | | | |
| 60.03 Traction power distribution: Catenary and third rai \$ - | | | | | | |
| Fraction power control S | | | | | | |
| Total for Category 60 ELECTRIC TRACTION | 60.03 | | | | | |
| 70.00 Vehicle acquisition: Electric locomotive \$ - \$ - \$ - \$ - 7 - 7 - 7 - 7 - 7 - 7 - | | | | | | |
| 70.00 Vehicle acquisition: Electric locomotive \$ - \$ - \$ - \$ - 7 - 7 - 7 - 7 - 7 - 7 - | 70 VEHIC | IF\$ | | | | |
| 70.01 Vehicle acquisition: Non-electric locomotive \$ - | | | \$ - | \$ - | \$ - | |
| 70.03 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - 70.04 Veh acq: Loco-hauled passenger cars w/ ticketed space \$ - \$ - \$ - | 70.01 | Vehicle acquisition: Non-electric locomotive | \$ - | \$ - | \$ - | |
| 70.04 Veh acq: Loco-hauled passenger cars w/ ticketed space \$ - \$ - \$ | | | | | | |
| | 70.03 | | | | | |
| | 70.05 | | | | | |

| | Detailed Capital Cost Budget | | | |
|----------------|--|---|---|--------------------------------------|
| | FNO-BFD Environmental Segment: Subsection: F1 - Option 1 - Start | | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ - | \$ - | \$ - |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ - | \$ - | \$ - |
| 70.08 | Vehicle refurbishment: Electric locomotive | \$ - | \$ - | \$ - |
| 70.09 | Vehicle refurbishment: Non-electric locomotive | \$ - | \$ - | \$ - \$ - |
| 70.10 70.11 | Vehicle refurbishment: Electric multiple unit Vehicle refurbishment: Diesel multiple unit | \$ - | \$ - \$ - | \$ - |
| 70.11 | Veh refurb: Passeng. loco-hauled car w/ ticketed space | \$ - | \$ - | \$ - |
| 70.12 | Veh refurb: Non-passeng loco-hauled car w/o ticketed space | 3 | \$ - | \$ - |
| 70.14 | Vehicle refurbishment: Maintenance of way vehicles | \$ - | Š - | Š - |
| 70.15 | Spare parts | \$ - | \$ - | Š - |
| Total for | Category 70 VEHICLES | \$ - | \$ - | \$ - |
| | | | | |
| | ESSIONAL SERVICES | | | |
| 80.01 | Service Development Plan/Service Environmental | \$ - | \$ - | \$ - |
| 80.02 | Preliminary Engineering/Project Environmental | \$ - | \$ - | \$ - |
| 80.03 | Final design | \$ - | \$ - | \$ - |
| 80.04 80.05 | Project management for design and construction | \$ - | \$ - | \$ - \$ - |
| 80.05 80.06 | Construction administration & management Professional liability and other non-construction insurance | \$ - | \$ - | \$ - |
| 80.06 | Legal; Permits; Review Fees by other agencies, cities, etc. | \$ - | \$ - | \$ - |
| 80.08 | Surveys, testing, investigation | 3 | \$ - | \$ - |
| 80.08 | Engineering inspection | \$ - | \$ - | \$ - |
| 80.10 | Start up | \$ - | \$ - | \$ - |
| | Category 80 PROFESSIONAL SERVICES | \$ - | \$ - | \$ - |
| | | | | |
| Subtotal | | \$ 84,004,058 | \$ 16,800,812 | \$ 100,804,870 |
| | LOCATED CONTINGENCY | | | \$ 4,200,203 |
| Subtotal | | | | \$ 105,005,073 |
| | ANCE CHARGES | | | A |
| TOTAL (| CAPITAL COSTS (10-100) | | | \$ 105,005,073 |

| | Detailed Capital Cost Budget | | | | |
|-------------------------|--|---|---|--------------------------------------|--|
| | Environmental Segment: | FNO-BFD Subsection: F1 Option 1 - Station | | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) | |
| 10 Track 10.01 | Structure & Track Track structure: Viaduct | \$ - | \$ - | \$ - | |
| 10.02 | Track structure: Major/Movable bridge | \$ 2,141,482 | \$ 214,148 | \$ 2,355,630 | |
| 10.03 | Track structure: Undergrade Bridges | \$ - | \$ - | \$ - | |
| 10.04 10.05 | Track structure: Culverts and drainage structures Track structure: Cut and Fill (> 4' height/depth) | \$ 223,995 \$ 4,479,896 | \$ 22,399 \$ 895,979 | \$ 246,394 \$ 5,375,875 | |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | \$ - | \$ - | \$ - | |
| 10.07 10.08 | Track structure: Tunnel Track structure: Retaining walls and systems | \$ - \$ - | \$ - | \$ - \$ - | |
| 10.09 | Track new construction: Conventional ballasted | \$ 5,968,448 | \$ 895,267 | \$ 6,863,716 | |
| 10.10 | Track new construction: Non-ballasted | \$ 148,691 | \$ 22,304 | \$ 170,995 | |
| 10.11 10.12 | Track rehabilitation: Ballast and surfacing Track rehabilitation: Ditching and drainage | \$ - | \$ - \$ - | \$ - \$ - | |
| 10.13 | Track rehabilitation: Component replacement (rail, ties, etc) | \$ - | \$ - | \$ - | |
| 10.14 10.15 | Track: Special track work (switches, turnouts, insulated joints) | \$ 8,877,727 | \$ 1,331,659 \$ - | \$ 10,209,386 \$ - | |
| 10.15 | Track: Major interlockings Track: Switch heaters (with power and control) | \$ - | \$ - | \$ - | |
| 10.17 | Track: Vibration and noise dampening | \$ - | \$ - | \$ - | |
| 10.18 | Other linear structures including fencing, sound walls Category 10 Track Structure & Track | \$ 21,840,240 | \$ - \$ 3,381,757 | \$ - \$ 25,221,996 | |
| Total joi | category to track structure & track | \$ 21,840,240 | 3,361,737 | Ş 23,221, 33 0 | |
| | ONS, TERMINALS, INTERMODAL | | | | |
| 20.01 20.02 | Station buildings: Intercity passenger rail only Station buildings: Joint use (commuter rail, intercity bus) | \$ 76,960,434 \$ - | \$ 19,240,108 \$ - | \$ 96,200,542 \$ - | |
| 20.02 | Platforms | \$ - | \$ - | \$ - | |
| 20.04 | Elevators, escalators | \$ - | \$ - | \$ - | |
| 20.05 20.06 | Joint commercial development Pedestrian / bike access and accommodation, landscaping, parking lots | \$ - | \$ - \$ 538,295 | \$ - \$ 2,691,477 | |
| 20.07 | Automobile, bus, van accessways including roads | \$ - | \$ - | \$ 2,031,477 | |
| 20.08 | Fare collection systems and equipment | \$ - | \$ - | \$ - | |
| 20.09 | Station security Category 20 STATIONS, TERMINALS, INTERMODAL | \$ 79,113,616 | \$ - \$ 19,778,404 | \$ - \$ 98,892,020 | |
| Total joi | category 20 STATIONS, TERMINALS, INTERMODAL | 79,113,010 | 2 13,776,404 | 36,832,020 | |
| | DRT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | | | , | |
| 30.01 30.02 | Administration building: Office, sales, storage, revenue counting Light maintenance facility | \$ - | \$ - \$ - | \$ - \$ - | |
| 30.03 | Heavy maintenance facility | \$ - | \$ - | \$ - | |
| 30.04 | Storage or maintenance-of-way building/bases | \$ - | \$ - | \$ - | |
| 30.05 Total for | Yard and yard track Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ - | \$ - \$ - | \$ - \$ - | |
| | | Ť | _ | | |
| 40 SITEW 40.01 | ORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS Demolition, clearing, site preparation | \$ 1,342,038 | \$ 335,510 | \$ 1,677,548 | |
| 40.01 | Site utilities, utility relocation | \$ 3,515,539 | | \$ 4,394,424 | |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatments | \$ - | \$ - | \$ - | |
| 40.04 40.05 | Environmental mitigation: wetlands, historic/archeology, parks Site structures including retaining walls, sound walls | \$ 5,861,368 | \$ 1,172,274 \$ - | \$ 7,033,641 \$ - | |
| 40.06 | Temporary facilities and other indirect costs during construction | \$ 7,815,157 | | | |
| 40.07 | Purchase or lease of real estate | \$ 29,648,491 | | \$ 35,578,189 | |
| 40.08 40.09 | Highway/pedestrian overpass/grade separations Relocation of existing households and businesses | \$ 89,567,491 \$ - | \$ 17,913,498 \$ - | \$ 107,480,989 \$ - | |
| 40.03 | Subtotal for Sitework, Land & Existing Improvements | | \$ 21,081,682 | | |
| | Subtotal for Right of Way | \$ 29,648,491 \$ 137,750,083 | \$ 5,929,698 | \$ 35,578,189 | |
| Total for | Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 137,750,083 | \$ 27,011,380 | \$ 164,761,463 | |
| | MUNICATIONS & SIGNALING | | | | |
| 50.01 | Wayside signaling equipment | \$ 2,154,856 | | | |
| 50.02 50.03 | Signal power access and distribution On-board signaling equipment | \$ - | \$ - \$ - | \$ - \$ - | |
| 50.04 | Traffic control and dispatching systems | \$ - | \$ - | \$ - | |
| 50.05 | Communications Grade gradesian protection | \$ 278,878 | | \$ 320,710 | |
| 50.06 50.07 | Grade crossing protection Hazard detectors: dragging equipment high water, slide, etc. | \$ - | \$ - \$ - | \$ - \$ - | |
| 50.08 | Station train approach warning system | \$ - | \$ - | \$ - | |
| Total for | Category 50 COMMUNICATIONS & SIGNALING | \$ 2,433,734 | \$ 365,060 | \$ 2,798,794 | |
| 60 ELECT | RIC TRACTION | | | | |
| 60.01 | Traction power transmission: High voltage | \$ - | \$ - | \$ - | |
| 60.02 60.03 | Traction power supply: Substations Traction power distribution: Catenary and third rai | \$ 4,768,764 \$ 3,693,042 | | | |
| 60.04 | Traction power costribution: Catenary and third rail Traction power control | \$ 3,693,042 | \$ 553,956 | \$ 4,246,998 | |
| | Category 60 ELECTRIC TRACTION | \$ 8,461,806 | \$ 1,269,271 | \$ 9,731,077 | |
| 70 VEHIC | | | | | |
| 70.00 | Vehicle acquisition: Electric locomotive | \$ - | \$ - | \$ - | |
| 70.01 | Vehicle acquisition: Non-electric locomotive | \$ - | \$ - | \$ - | |
| 70.02 | Vehicle acquisition: Electric multiple unit | \$ - | \$ - | \$ - | |
| | Vehicle acquisition: Diesel multiple unit | \$ - | | \$ - | |
| 70.03 70.04 70.05 | Vehicle acquisition: Diesel multiple unit Veh acq: Loco-hauled passenger cars w/ ticketed space Veh acq: Loco-hauled passenger cars w/o ticketed space | \$ - \$ - \$ | \$ - \$ - | \$ - \$ - \$ - | |

| Vehicle acquisition: Non-railroad support vehicles \$ \$ \$ \$ \$ \$ \$ \$ \$ | | Detailed Capital Cost Budget | | | | | | |
|---|----------|------------------------------------|----|-------------|----|------------|-------|-------------|
| Vehicle acquisition: Maintenance of way vehicles \$ \$ \$ \$ \$ \$ \$ \$ \$ | | Environmental Segment: Subsection: | | | | | | |
| Vehicle acquisition: Non-railroad support vehicles \$ | | | | • | | • , | TOTAL | • |
| Vehicle refurbishment: Electric locomotive \$ \$ \$ \$ \$ \$ \$ \$ \$ | 70.06 | | \$ | - | | - | _ | - |
| Vehicle refurbishment: Non-electric locomotive \$ \$ \$ \$ \$ \$ \$ \$ \$ | | | \$ | - | | - | | - |
| Vehicle refurbishment: Electric multiple unit | | | \$ | - | | | _ | - |
| Vehicle refurbishment: Diesel multiple unit S | | | \$ | - | _ | - | - | - |
| 70.12 Veh refurb: Passeng, loco-hauled car w/ ticketed space 70.13 Veh refurb: Non-passeng loco-hauled car w/ ticketed space 70.14 Vehicle refurbishment: Maintenance of way vehicles 70.15 Spare parts 70.15 Spare parts 70.16 Vehicle refurbishment: Maintenance of way vehicles 70.17 Vehicle refurbishment: Maintenance of way vehicles 70.18 Spare parts 70.19 Vehicle refurbishment: Maintenance of way vehicles 70.19 Vehicle refurbishment: Maintenance of way vehicles 70.10 Vehicle refurbishment: Maintenance of way vehicles 70.11 Vehicle refurbishment: Maintenance of way vehicles 70.12 Vehicle refurbishment: Maintenance of way vehicles 70.13 Vehicle refurbishment: Maintenance of way vehicles 70.14 Vehicle refurbishment: Maintenance of way vehicles 70.15 Spare parts 70.16 Vehicle refurbishment: Maintenance of way vehicles 70.15 Spare parts 70.16 Vehicle refurbishment: Maintenance of way vehicles 70.15 Spare parts 70.16 Vehicle refurbishment: Maintenance of way vehicles 70.15 Spare parts 70.16 Vehicle refurbishment: Maintenance of way vehicles 70.15 Spare parts 70.16 Vehicle refurbishment: Maintenance of way vehicles 70.15 Spare parts 70.16 Vehicle refurbishment: Maintenance of way vehicles 70.15 Spare parts 70.16 Vehicle refurbishment: Maintenance of way vehicles 70.15 Spare parts 70.15 Spare parts 70.15 Spare parts 70.16 Vehicle refurbishment: Maintenance of way vehicles 70.15 Spare parts 70.16 Floation of the refurbishment: Maintenance of way vehicles 70.16 Spare parts 70.16 Spare parts 70.16 Spare parts 70.17 Spare parts 70.18 Spare parts 70.18 Spare parts 70.18 Spare parts 70.19 Spare parts 70 | | | ċ | - | | | _ | - |
| Veh refurb: Non-passeng loco-hauled car w/o ticketed space S | | | Š | | Ÿ | | Y | - |
| Vehicle refurbishment: Maintenance of way vehicles | | | Ś | - | | | _ | - |
| Total for Category 70 VEHICLES | 70.14 | | Ś | | _ | | Ś | - |
| Source S | 70.15 | • | \$ | - | \$ | | \$ | - |
| 80.01 Service Development Plan/Service Environmental \$ | Total fo | | \$ | - | \$ | | \$ | - |
| 80.01 Service Development Plan/Service Environmental \$ | | | | | | | | |
| 80.02 Preliminary Engineering/Project Environmental \$ \$ - \$ - \$ - \$ \$ - | | | | | | | | |
| Subtotal (10-80) Final design Sinal design | | | \$ | - | _ | <u> </u> | _ | - |
| 80.04 Project management for design and construction \$\frac{\circ 7,974,815}{\circ 80.05}\$ | | | \$ | | | | - | - |
| 80.05 Construction administration & management \$ 10,633,086 \$ - \$ 10,633,086 80.06 Professional liability and other non-construction insurance \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - | | | \$ | | | - | _ | |
| Substitute Sub | | | Ş | | | | | /- / |
| 80.07 Legal; Permits; Review Fees by other agencies, cities, etc. 80.08 Surveys, testing, investigation 80.09 Engineering inspection 80.00 Start up Total for Category 80 PROFESSIONAL SERVICES Subtotal (10-80) Subtotal (10-80) Subtotal (10-90) 100 FINANCE CHARGES \$ 1,329,136 \$ - \$ 1,329,136 \$ 7 - \$ 1,329,136 \$ 7 - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | | | ċ | 10,033,080 | ¢ | | _ | 10,033,080 |
| 80.08 Surveys, testing, investigation \$ - \$ - \$ - \$ - \$ 80.09 Engineering inspection \$ \$ - \$ \$ - \$ \$ - \$ 80.10 \$ Start up \$ 751,792 \$ - \$ 751,792 \$ - \$ 751,792 \$ 751, | | | Ś | 1 329 136 | Ś | | _ | 1 329 136 |
| 80.09 Engineering inspection \$ | | | Ś | 1,323,130 | _ | | т | 1,323,130 |
| 80.10 Start up \$ 751,792 \$ - \$ 751,792 Total for Category 80 PROFESSIONAL SERVICES \$ 35,886,667 \$ - \$ 35,886,667 \$ - \$ 35,886,667 \$ - \$ 35,886,667 \$ - \$ 35,886,667 \$ - \$ 37,920,017 \$ - \$ 37,920,017 \$ 12,479,974 \$ 12,479,974 \$ 100 FINANCE CHARGES | 80.09 | | 7 | - | 7 | | 7 | - |
| Total for Category 80 PROFESSIONAL SERVICES \$ 35,886,667 \$ 5,886,667 | 80.10 | | т | 751,792 | т. | | _ | 751,792 |
| 90 UNALLOCATED CONTINGENCY \$ 12,479,974 Subtotal (10-90) \$ 349,771,990 100 FINANCE CHARGES | | | \$ | 35,886,667 | \$ | - | \$ | 35,886,667 |
| 90 UNALLOCATED CONTINGENCY \$ 12,479,974 Subtotal (10-90) \$ 349,771,990 100 FINANCE CHARGES | | | | | | | | |
| Subtotal (10-90) \$ 349,771,990 100 FINANCE CHARGES \$ 349,771,990 | | | \$ | 285,486,145 | \$ | 51,805,872 | | |
| 100 FINANCE CHARGES | | | | | | | _ | |
| | | | | | | | Ş | 349,771,990 |
| | | | | | | | Ś | 349,771,990 |

| Section Sect | | Detailed Capital Cost Budget | | | | |
|---|-----------|--|---------------|--------------|---------------|--|
| Company Comp | | Environmental Segment: | Subsection: | | | |
| 1902 Tack armount Woods \$ \$ \$ \$ \$ \$ \$ \$ \$ | | | | | | |
| 10.002 Track short-two-like fragree frequency 1.775,661 1.775,661 1.075,661 1. | | | ć 62.420.571 | ¢ 6.242.057 | ¢ 60.773.639 | |
| 1903 Tack structure: Undergrade plant plant 1907 1 | | | | | | |
| 1.005 Track structure. Cut and first of wisepits depth in support submitted to the support of the support o | | Track structure: Undergrade Bridges | | \$ - | \$ - | |
| The content of the | | | | | , . | |
| 19.00 Tack structure Tuning | | | | | | |
| 1909 Track new construction. Conventional ballated \$ 1,275,277 \$ 1,286,316 \$ 1,286,3 | 10.07 | Track structure: Tunnel | | | | |
| 13.10 Track new constructions Non-ballated 3 8,792,70 3,182,888 5 3,113,145 1,134,145 | | | | | | |
| 19.11 Track rebuilblaston Butter and Gardening | | | | | | |
| 19.13 Track rebailblation Component replacement (rul, lies, etc.) 5 | 10.11 | | | \$ - | \$ - | |
| 19.14 Trask-Special track word (worders, turnout, invalvated joint) Trask-Special track word (worders, turnout, invalvated joint) Section | | | т | | | |
| Section Sect | | | \$ - | | | |
| 10.17 Take Vibration and roise dampening \$ \$ \$ \$ \$ \$ \$ \$ \$ | 10.15 | | \$ - | _ | | |
| Description | | | | | | |
| Total for Cartagon 19 Treat Structure & Fronts \$ \$45,612,615 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | | | | | | |
| Sation buildings: Interest/passegger rail only | | | | | | |
| Sation buildings: Interest/passegger rail only | | | | | | |
| Satish hulldings: Joint use (commuter rall, intercity bus) | | | Ċ . | ¢ . | Ġ _ | |
| Belavitars, secalation | | | | | | |
| Joint Commercial development | | Platforms | _ | | | |
| Pedestrian / Dilea access and accommodation, landscaping, parking lots \$ \$ \$ \$ \$ \$ \$ \$ \$ | | | | | | |
| Automobile, bus, van accessways including roads \$ \$ \$ \$ \$ \$ \$ \$ \$ | | | | | | |
| Sation security Sation Security Sation Security Sation Security Sation Security Sation Security Sation Security Sation Security Sation Security Sation Sation Security Secur | 20.07 | | | \$ - | \$ - | |
| STATE STATES TABLES TA | | | | | | |
| SUBPORT FACILITIES VARIOS, SHOPS, ADMIN. BLIDGS | | | | | | |
| Administration building: Office, sales, storage, revenue counting \$ \$ \$ \$ \$ \$ \$ \$ \$ | rotui joi | Caragory 2007 mono, reminiorital monographic | Ŷ | Ŷ | Ÿ | |
| | | | A | ^ | <u> </u> | |
| Second S | | | | | | |
| Sample S | | | | | | |
| Total for Category 30 SUPPORT FACILITIES: NADD, SINDER, ADMIN. BLOGS S S S S | | | | | | |
| | | | | | | |
| Demolition, clearing, site preparation \$ 6.026.83 \$ 1.120.83 \$ 1.066.465 \$ 5.026.83 \$ 1.506.630 \$ 1.506.630 \$ 1.506 | rotur jor | Category 30 30 FORT FACILITIES. FARIUS, SHOPS, ADMINI. BEDGS | , | , | · - | |
| Site utilities, utility relocation | | | | | | |
| Hazardous material, contaminated soil removal/mitigation, ground water treatments \$ 1,494,080 \$ 224,112 \$ 1,718,192 | | | | | | |
| Environmental mitigation: wetlands, historic/archeology, parks \$ 6,563,342 \$ 1,312,468 \$ 7,2874,8181 | | | | | | |
| Temporary facilities and other indirect costs during construction \$ 8,749,790 \$ 874,979 \$ 9,624,769 \$ 149,542,282 \$ 2,9908,566 \$ 179,545,1394 \$ 149,542,282 \$ 2,9908,566 \$ 179,545,1394 \$ 149,542,282 \$ 2,9908,566 \$ 179,545,1394 \$ 149,542,282 \$ 2,908,566 \$ 179,545,1394 \$ 149,542,282 \$ 18,885,571 \$ 103,810,829 \$ 149,542,282 \$ 18,885,571 \$ 103,810,829 \$ 149,542,282 \$ 18,885,571 \$ 103,810,829 \$ 149,542,282 \$ 18,885,571 \$ 103,810,829 \$ 149,542,282 \$ 18,885,571 \$ 103,810,829 \$ 149,542,282 \$ 18,885,571 \$ 103,810,829 \$ 149,542,282 \$ 18,885,571 \$ 103,810,829 \$ 149,542,282 \$ 18,885,571 \$ 103,810,829 \$ 149,542,282 \$ 18,885,571 \$ 1 | 40.04 | | | | | |
| AUO1 | | | | | | |
| Highway/pedestrian overpass/grade separations S. 48,590,008 S. 9,718,002 S. 53,308,009 | | | | | | |
| Subtotal for Sitework, Land & Existing Improvements S | 40.08 | | | | | |
| Subtotal for Right of Way \$ 1.49,542,828 \$ 2.9,005,566 \$ 179,451.394 | 40.09 | | | | | |
| Total for Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS \$ 239,967,086 \$ 48,295,136 \$ 288,252,222 | | | | ,,. | | |
| Social District Signal Ingrediument Social Signal Ingrediument Socia | Total for | | | ,, | . , , | |
| Social District Signal Ingrediument Social Signal Ingrediument Socia | | | | | | |
| Signal power access and distribution Signal power acc | | | \$ 7245 850 | \$ 1.086.870 | \$ 9 222 720 | |
| Sample S | | | | | | |
| 50.05 Communications \$ 1,125,297 \$ 168,795 \$ 1,294,092 50.06 Grade crossing protection \$ \$ \$ \$ 50.07 Hazard detectors: dragging equipment high water, slide, etc. \$ | 50.03 | On-board signaling equipment | | \$ - | \$ - | |
| Sample S | | | | • | | |
| Source S | | | | | 7 -// | |
| Total for Category 50 COMMUNICATIONS & SIGNALING \$ 8,371,157 \$ 1,255,674 \$ 9,626,830 | 50.07 | 9. | \$ - | \$ - | \$ - | |
| Collectric Traction | 50.08 | | | | | |
| Faction power transmission: High voltage | lotal for | Category 50 COMMUNICATIONS & SIGNALING | \$ 8,371,157 | \$ 1,255,674 | 9,626,830 | |
| Faction power supply: Substations \$ 14,471,833 \$ 2,170,775 \$ 16,642,608 | | | | | | |
| 60.03 Traction power distribution: Catenary and third rai \$ 12,418,124 \$ 1,862,719 \$ 14,280,843 60.04 Traction power control \$ 26,889,958 \$ 4,033,494 \$ 30,923,451 70 VEHICLES Vehicle acquisition: Electric locomotive \$ - \$ - \$ - \$ - 70.01 Vehicle acquisition: Non-electric locomotive \$ - \$ - \$ - \$ - 70.02 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - \$ - 70.03 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - \$ - 70.04 Veh acq: Loco-hauled passenger cars w/ ticketed space \$ - \$ - \$ - \$ - | | | | | | |
| Fraction power control S | | | | | | |
| Total for Category 60 ELECTRIC TRACTION \$ 26,889,958 \$ 4,033,494 \$ 30,923,451 70 VEHICLES TO | | | \$ - | | | |
| 70.00 Vehicle acquisition: Electric locomotive \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - - - \$ - \$ - \$ - \$ - \$ - | Total for | Category 60 ELECTRIC TRACTION | \$ 26,889,958 | \$ 4,033,494 | \$ 30,923,451 | |
| 70.00 Vehicle acquisition: Electric locomotive \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - - - \$ - \$ - \$ - \$ - \$ - | 70.VEHIO | TES | | | | |
| 70.01 Vehicle acquisition: Non-electric locomotive \$ - | | | \$ - | \$ - | \$ - | |
| 70.03 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - \$ - 70.04 Veh acq: Loco-hauled passenger cars w/ ticketed space \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | 70.01 | Vehicle acquisition: Non-electric locomotive | \$ - | \$ - | \$ - | |
| 70.04 Veh acq: Loco-hauled passenger cars w/ ticketed space \$ - \$ - \$ | | | | | | |
| | | | | | | |
| | 70.05 | | | | | |

| | Detailed Capital Cost Budget | | | | | | | | |
|----------------|--|----------|--|---|--------|----------------------------------|--|--|--|
| | Environmental Segment: | | | FNO-BFD Subsection: F1 Option 1 - End | | | | | |
| | | | ıl Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | тотя | L COST (Base Yr FY10 Dollars) | | | |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ | - | \$ - | \$ | - | | | |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ | - | \$ - | \$ | - | | | |
| 70.08 70.09 | Vehicle refurbishment: Electric locomotive | \$ | - | \$ - \$ - | \$ | - | | | |
| 70.09 | Vehicle refurbishment: Non-electric locomotive Vehicle refurbishment: Electric multiple unit | \$ | - | \$ - | \$ | - | | | |
| 70.10 | Vehicle refurbishment: Diesel multiple unit | ¢ | | \$ - | Ş Ç | | | | |
| 70.11 | Veh refurb: Passeng, loco-hauled car w/ ticketed space | Ś | - | \$ - | Ś | - | | | |
| 70.13 | Veh refurb: Non-passeng loco-hauled car w/o ticketed space | \$ | - | \$ - | Ś | - | | | |
| 70.14 | Vehicle refurbishment: Maintenance of way vehicles | \$ | - | \$ - | \$ | - | | | |
| 70.15 | Spare parts | \$ | - | \$ - | \$ | - | | | |
| Total for | Category 70 VEHICLES | \$ | - | \$ - | \$ | - | | | |
| 00 00 05 | | | | | | | | | |
| | SSIONAL SERVICES | <u> </u> | | A | | | | | |
| 80.01 80.02 | Service Development Plan/Service Environmental Preliminary Engineering/Project Environmental | \$ | - | \$ - \$ - | \$ | - | | | |
| 80.02 | Final design | ç | 16,265,434 | | \$ | 16,265,434 | | | |
| 80.04 | Project management for design and construction | Ġ | 9.349.226 | | Ś | 9.349.226 | | | |
| 80.05 | Construction administration & management | Ś | 12,465,634 | | \$ | 12,465,634 | | | |
| 80.06 | Professional liability and other non-construction insurance | Ś | | \$ - | Ś | | | | |
| 80.07 | Legal; Permits; Review Fees by other agencies, cities, etc. | \$ | 1,558,204 | \$ - | \$ | 1,558,204 | | | |
| 80.08 | Surveys, testing, investigation | \$ | - | \$ - | \$ | | | | |
| 80.09 | Engineering inspection | \$ | - | \$ - | \$ | - | | | |
| 80.10 | Start up | \$ | 2,433,017 | | \$ | 2,433,017 | | | |
| Total for | Category 80 PROFESSIONAL SERVICES | \$ | 42,071,515 | \$ - | \$ | 42,071,515 | | | |
| Subtotal | (10-80) | Ś | 460,932,330 | \$ 72,231,428 | ¢ | 533,163,759 | | | |
| | OCATED CONTINGENCY | 7 | 400,332,330 | 72,231,420 | \$ | 20,943,041 | | | |
| Subtotal | | | | | Ś | 554,106,799 | | | |
| | INCE CHARGES | | | | | | | | |
| TOTAL | CAPITAL COSTS (10-100) | | | | \$ | 554,106,799 | | | |

| | Detailed Capital Cost Budget | | | | |
|-------------------|--|---|---|--------------------------------------|--|
| | Environmental Segment: | FNO-BFD Subsection: F1 Option 2 - Start | | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) | |
| 10 Track 10.01 | Structure & Track Track structure: Viaduct | Ś - | \$ - | \$ - | |
| 10.02 | Track structure: Major/Movable bridge | \$ - | \$ - | \$ - | |
| 10.03 | Track structure: Undergrade Bridges | \$ - | \$ - | \$ - | |
| 10.04 10.05 | Track structure: Culverts and drainage structures Track structure: Cut and Fill (> 4' height/depth) | \$ - | \$ - \$ - | \$ - \$ - | |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | \$ - | \$ - | \$ - | |
| 10.07 | Track structure: Tunnel | \$ - | \$ - | \$ - | |
| 10.08 10.09 | Track structure: Retaining walls and systems Track new construction: Conventional ballasted | \$ - | \$ - \$ - | \$ - \$ - | |
| 10.09 | Track new construction: Non-ballasted | \$ - | \$ - | \$ - | |
| 10.11 | Track rehabilitation: Ballast and surfacing | \$ - | \$ - | \$ - | |
| 10.12 | Track rehabilitation: Ditching and drainage Track rehabilitation: Company tracks and tr | \$ - | \$ - \$ - | \$ - \$ - | |
| 10.13 10.14 | Track rehabilitation: Component replacement (rail, ties, etc] Track: Special track work (switches, turnouts, insulated joints] | \$ - | \$ - | \$ - | |
| 10.15 | Track: Major interlockings | \$ - | \$ - | \$ - | |
| 10.16 | Track: Switch heaters (with power and control) | \$ - | \$ - | \$ - | |
| 10.17 10.18 | Track: Vibration and noise dampening Other linear structures including fencing, sound walls | \$ - \$ - | \$ - \$ - | \$ - \$ - | |
| | Category 10 Track Structure & Track | \$ - | \$ - | \$ - | |
| | | | | | |
| 20 STATI 20.01 | ONS, TERMINALS, INTERMODAL Station buildings: Intercity passenger rail only | ė | \$ - | \$ - | |
| 20.01 | Station buildings: Joint use (commuter rail, intercity bus) | \$ - | \$ - | \$ - | |
| 20.03 | Platforms | \$ - | \$ - | \$ - | |
| 20.04 | Elevators, escalators | \$ - | \$ - | \$ - | |
| 20.05 20.06 | Joint commercial development Pedestrian / bike access and accommodation, landscaping, parking lots | \$ - \$ - | \$ - \$ - | \$ - \$ - | |
| 20.07 | Automobile, bus, van accessways including roads | \$ - | \$ - | \$ - | |
| 20.08 | Fare collection systems and equipment | \$ - | \$ - | \$ - | |
| 20.09 | Station security Category 20 STATIONS, TERMINALS, INTERMODAL | \$ - | \$ - | \$ - | |
| Total joi | category 20 STATIONS, TERRITORIE | Ÿ | ý | Ţ | |
| | DRT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | <u> </u> | | <u> </u> | |
| 30.01 30.02 | Administration building: Office, sales, storage, revenue counting Light maintenance facility | \$ - \$ - | \$ - \$ - | \$ - \$ - | |
| 30.03 | Heavy maintenance facility | \$ - | \$ - | \$ - | |
| 30.04 | Storage or maintenance-of-way building/bases | \$ - | \$ - | \$ - | |
| 30.05 | Yard and yard track Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ - | \$ - | \$ - | |
| Total joi | category 30 30FFORT FACILITIES. FARIDS, SHOFS, ADMIN. BLDGS | - | <u>, </u> | - · | |
| | ORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | | , | , | |
| 40.01 40.02 | Demolition, clearing, site preparation Site utilities, utilities relacation | \$ - | \$ - \$ - | \$ - \$ - | |
| 40.02 | Site utilities, utility relocation Hazardous material, contaminated soil removal/mitigation, ground water treatments | \$ - | \$ - | \$ - | |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | \$ - | \$ - | \$ - | |
| 40.05 | Site structures including retaining walls, sound walls | \$ - | \$ - | \$ - | |
| 40.06 40.07 | Temporary facilities and other indirect costs during constructior Purchase or lease of real estate | \$ 80,883,164 | \$ 16,176,633 | \$ 97,059,797 | |
| 40.08 | Highway/pedestrian overpass/grade separations | \$ - | \$ - | \$ - | |
| 40.09 | Relocation of existing households and businesses | \$ - | \$ - | \$ - | |
| | Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way | \$ - \$ 80,883,164 | \$ - \$ 16,176,633 | \$ - \$ 97,059,797 | |
| Total for | Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 80,883,164 | \$ 16,176,633 | \$ 97,059,797 | |
| E0 CON4 | MUNICATIONS & SIGNALING | | | | |
| 50 COM 50.01 | Wayside signaling equipment | \$ - | \$ - | \$ - | |
| 50.02 | Signal power access and distribution | \$ - | \$ - | \$ - | |
| 50.03 | On-board signaling equipment | \$ - | \$ - | \$ - | |
| 50.04 50.05 | Traffic control and dispatching systems Communications | \$ - \$ - | \$ - \$ - | \$ - \$ - | |
| 50.05 | Grade crossing protection | \$ - | \$ - | \$ - | |
| 50.07 | Hazard detectors: dragging equipment high water, slide, etc. | \$ - | \$ - | \$ - | |
| 50.08 | Station train approach warning system | \$ - | \$ - | \$ - | |
| rotal for | Category 50 COMMUNICATIONS & SIGNALING | \$ - | \$ - | \$ - | |
| | RIC TRACTION | | | | |
| 60.01 | Traction power transmission: High voltage | \$ - | \$ - | \$ - | |
| 60.02 60.03 | Traction power supply: Substations Traction power distribution: Catenary and third rai | \$ - \$ - | \$ - \$ - | \$ - \$ - | |
| 60.03 | Traction power distribution: Catenary and third rail Traction power control | \$ - | \$ - | \$ - | |
| | Category 60 ELECTRIC TRACTION | \$ - | \$ - | \$ - | |
| 70 VEUS | | | | | |
| 70 VEHIC 70.00 | Vehicle acquisition: Electric locomotive | \$ - | \$ - | \$ - | |
| 70.01 | Vehicle acquisition: Non-electric locomotive | \$ - | \$ - | \$ - | |
| 70.02 | Vehicle acquisition: Electric multiple unit | \$ - | \$ - | \$ - | |
| 70.03 70.04 | Vehicle acquisition: Diesel multiple unit Veh acq: Loco-hauled passenger cars w/ ticketed space | \$ - \$ - | \$ - \$ - | \$ - \$ - | |
| 70.04 | Veh acq: Loco-hauled passenger cars w/o ticketed space Veh acq: Loco-hauled passenger cars w/o ticketed space | \$ - | \$ - | \$ - | |
| • | • • | | | | |

| | Detailed Capital Cost Budget | | | |
|----------------|---|---|---|--------------------------------------|
| | Environmental Segment: | FNO-BFD Subsection: F1 Option 2 - Start | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ - | \$ - | \$ - |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ - | \$ - | \$ - |
| 70.08 | Vehicle refurbishment: Electric locomotive | \$ - | \$ - | \$ - |
| 70.09 70.10 | Vehicle refurbishment: Non-electric locomotive | \$ - | \$ - \$ - | \$ - \$ - |
| 70.10 | Vehicle refurbishment: Electric multiple unit Vehicle refurbishment: Diesel multiple unit | \$ - | \$ - | \$ - |
| 70.11 | Veh refurb: Passeng, loco-hauled car w/ ticketed space | \$ - ¢ | \$ - | \$ - |
| 70.12 | Veh refurb: Non-passeng loco-hauled car w/o ticketed space | \$ - | \$ - | \$ - |
| 70.14 | Vehicle refurbishment: Maintenance of way vehicles | Š - | \$ - | \$ - |
| 70.15 | Spare parts | \$ - | \$ - | \$ - |
| | Category 70 VEHICLES | \$ - | \$ - | \$ - |
| | | | | |
| | ESSIONAL SERVICES | | | |
| 80.01 | Service Development Plan/Service Environmental | \$ - | \$ - | \$ - |
| 80.02 | Preliminary Engineering/Project Environmental | \$ - | \$ - | \$ - |
| 80.03 | Final design | \$ - | \$ - | - |
| 80.04 | Project management for design and construction | \$ - | \$ - | \$ - |
| 80.05 | Construction administration & management | \$ - | \$ - | \$ - |
| 80.06 | Professional liability and other non-construction insurance | \$ - | \$ - | \$ - |
| 80.07 | Legal; Permits; Review Fees by other agencies, cities, etc. | \$ - | \$ - | \$ - |
| 80.08 80.09 | Surveys, testing, investigation Engineering inspection | \$ - \$ - | \$ - | \$ - \$ - |
| 80.09 | Start up | \$ - | \$ - \$ - | \$ - \$ - |
| | Category 80 PROFESSIONAL SERVICES | \$ - | \$ - | \$ - |
| rotarjoi | - Catagory 60 Prior Essionale SERVICES | ¥ | ¥ | 7 |
| Subtotal | (10-80) | \$ 80,883,164 | \$ 16,176,633 | \$ 97,059,797 |
| 90 UNAL | LOCATED CONTINGENCY | | | \$ 4,044,158 |
| Subtotal | | | | \$ 101,103,955 |
| | ANCE CHARGES | | | |
| TOTAL | CAPITAL COSTS (10-100) | | | \$ 101,103,955 |

| | Detailed Capital Cost Budget | | | |
|---|---|---|---|--|
| | Environmental Segment: | | FNO-BFD Subsection: F1 Option 2 - Station | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) |
| | Structure & Track Track structure: Viaduct | \$ - | \$ - | \$ - |
| 10.02 | Track structure: Major/Movable bridge | \$ 2,141,482 | \$ 214,148 | \$ 2,355,630 |
| | Track structure: Undergrade Bridges | \$ - | \$ - | \$ - |
| | Track structure: Culverts and drainage structures Track structure: Cut and Fill (> 4' height/depth) | \$ 228,049 \$ 4,560,979 | \$ 22,805 \$ 912,196 | \$ 250,854 \$ 5,473,175 |
| | Track structure: At-grade (grading and subgrade stabilization) | \$ - | \$ - | \$ - |
| | Track structure: Tunnel | \$ - | \$ - | \$ - |
| | Track structure: Retaining walls and systems Track new construction: Conventional ballasted | \$ - \$ 5,968,448 | \$ - \$ 895,267 | \$ - \$ 6,863,716 |
| | Track new construction: Non-ballasted | \$ 148,691 | \$ 22,304 | \$ 170,995 |
| | Track rehabilitation: Ballast and surfacing | \$ - | \$ - | \$ - |
| | Track rehabilitation: Ditching and drainage Track rehabilitation: Component replacement (rail, ties, etc) | \$ - \$ - | \$ - | \$ - \$ - |
| | Track: Special track work (switches, turnouts, insulated joints) | \$ 5,861,563 | \$ 879,234 | \$ 6,740,797 |
| 10.15 | Track: Major interlockings | \$ - | \$ - | \$ - |
| | Track: Switch heaters (with power and control) | \$ - | \$ - | \$ - |
| | Track: Vibration and noise dampening Other linear structures including fencing, sound wall: | \$ - | \$ - \$ - | \$ - \$ - |
| | Category 10 Track Structure & Track | \$ 18,909,213 | | \$ 21,855,167 |
| 20 574716 | DAIC TERMINAL INTERMODAL | | | |
| | DNS, TERMINALS, INTERMODAL Station buildings: Intercity passenger rail only | \$ 76,960,434 | \$ 19,240,108 | \$ 96,200,542 |
| | Station buildings: Joint use (commuter rail, intercity bus) | \$ - | \$ - | \$ - |
| | Platforms | \$ - | \$ - | \$ - |
| | Elevators, escalators | \$ - \$ - | \$ - | \$ - \$ - |
| | Joint commercial development Pedestrian / bike access and accommodation, landscaping, parking lots | \$ 2,153,182 | \$ 538,295 | \$ 2,691,477 |
| | Automobile, bus, van accessways including roads | \$ - | \$ - | \$ - |
| | Fare collection systems and equipment | \$ - | \$ - | \$ - |
| | Station security Category 20 STATIONS, TERMINALS, INTERMODAL | \$ - \$ 79,113,616 | \$ - \$ 19,778,404 | \$ - \$ 98,892,020 |
| roturjor c | sacgory 2007 110 110, 121111102, 1112111102, 12 | ψ 73,113,010 | 23,770,101 | ÿ 30,032,020 |
| | PRT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | | ^ | <u> </u> |
| | Administration building: Office, sales, storage, revenue counting Light maintenance facility | \$ - | \$ - | \$ - \$ - |
| | Heavy maintenance facility | \$ - | \$ - | \$ - |
| | Storage or maintenance-of-way building/bases | \$ - | \$ - | \$ - |
| | Yard and yard track Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ - | \$ - | \$ - \$ - |
| rotar jor c | pacegory 30 3011 ORT PACEFIES. PARDS, STOLS, ADMIN. DEDGS | Ţ | Ÿ | Ÿ |
| | ORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | | 4 | |
| | Demolition, clearing, site preparation Site utilities, utility relocation | \$ 4,550,384 \$ 3,515,539 | | |
| | Hazardous material, contaminated soil removal/mitigation, ground water treatments | \$ 430,114 | | |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | \$ 5,882,591 | \$ 1,176,518 | \$ 7,059,109 |
| | Site structures including retaining walls, sound walls | \$ - \$ 7,843,454 | \$ - | \$ - |
| | Temporary facilities and other indirect costs during constructior Purchase or lease of real estate | \$ 29,648,491 | | |
| | Highway/pedestrian overpass/grade separations | \$ 89,567,491 | \$ 17,913,498 | \$ 107,480,989 |
| 40.09 | Relocation of existing households and businesses | \$ - \$ 111.789.572 | \$ - | \$ - |
| | Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way | | \$ 21,955,360 \$ 5,929,698 | \$ 133,744,932 \$ 35,578,189 |
| Total for (| Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 141,438,063 | | \$ 169,323,121 |
| FO COMM | ALINICATIONS & SIGNALING | | | |
| | MUNICATIONS & SIGNALING Wayside signaling equipment | \$ 2,154,856 | \$ 323,228 | \$ 2,478,084 |
| | Signal power access and distribution | \$ - | \$ - | \$ - |
| | On-board signaling equipment | \$ - | \$ - | \$ - |
| | Traffic control and dispatching systems Communications | \$ - \$ 278,878 | \$ - \$ 41,832 | \$ - \$ 320,710 |
| | Grade crossing protection | \$ 278,878 | \$ 41,832 | \$ 320,710 |
| 50.07 | Hazard detectors: dragging equipment high water, slide, etc. | \$ - | \$ - | \$ - |
| | Station train approach warning system Category 50 COMMUNICATIONS & SIGNALING | \$ - \$ 2,433,734 | \$ - \$ 365,060 | \$ - \$ 2.798.794 |
| notar jor t | pacegory so commonications a signaling | 2,455,/34 | \$ 365,060 | \$ 2,798,794 |
| | RIC TRACTION | | | |
| | Traction power transmission: High voltage | \$ - \$ 4,768,764 | \$ - | \$ - |
| 60.01 | Traction power supply: Substations | \$ 4,768,764 \$ 3,693,042 | | \$ 5,484,079 \$ 4,246,998 |
| 60.01 60.02 | Traction power distribution: Catenary and third rai | | 5 553 956 | |
| 60.01 60.02 60.03 | Traction power distribution: Catenary and third rai Traction power control | \$ 3,093,042 | \$ 553,956 \$ - | \$ - |
| 60.01 60.02 60.03 60.04 | | | \$ - | |
| 60.01 60.02 60.03 60.04 Total for 0 | Traction power control Category 60 ELECTRIC TRACTION | \$ - | \$ - | \$ - |
| 60.01 60.02 60.03 60.04 <i>Total for C</i> | Traction power control Category 60 ELECTRIC TRACTION LES | \$ - | \$ - | \$ - |
| 60.01 60.02 60.03 60.04 <i>Total for C</i> 70 VEHICL 70.00 70.01 | Traction power control Category 60 ELECTRIC TRACTION LES Vehicle acquisition: Electric locomotive Vehicle acquisition: Non-electric locomotive | \$ 8,461,806 \$ 5 - 5 - 5 - 5 | \$ 1,269,271 \$ - \$ - \$ - | \$ 9,731,077 \$ - \$ - |
| 60.01 60.02 60.03 60.04 Total for C 70 VEHICL 70.00 70.01 70.02 | Traction power control Category 60 ELECTRIC TRACTION LES Vehicle acquisition: Electric locomotive Vehicle acquisition: Non-electric locomotive Vehicle acquisition: Electric multiple unit | \$ - \$ 8,461,806 \$ - \$ - \$ - | \$ 1,269,271 \$ 5 - \$ - \$ 5 - | \$ 9,731,077 \$ - \$ - \$ - \$ - |
| 60.01 60.02 60.03 60.04 Total for C 70 VEHICL 70.00 70.01 70.02 70.03 | Traction power control Category 60 ELECTRIC TRACTION LES Vehicle acquisition: Electric locomotive Vehicle acquisition: Non-electric locomotive | \$ 8,461,806 \$ 5 - 5 - 5 - 5 | \$ 1,269,271 \$ - \$ - \$ - | \$ 9,731,077 \$ - \$ - |

| | Detailed Capital Cost Budget | | | | | |
|----------------|--|---|--|---|--------|-----------------------------------|
| | Environmental Segment: | FNO-BFD Subsection: F1 Option 2 - Station | | | | |
| | | | al Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | тота | AL COST (Base Yr FY10 Dollars) |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ | - | \$ - | \$ | - |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ | - | \$ - | \$ | - |
| 70.08 | Vehicle refurbishment: Electric locomotive | \$ | - | \$ - | \$ | - |
| 70.09 70.10 | Vehicle refurbishment: Non-electric locomotive Vehicle refurbishment: Electric multiple unit | \$ | - | \$ - | \$ | - |
| 70.10 | Vehicle refurbishment: Diesel multiple unit | ç | - | \$ - | Ş Ç | - |
| 70.11 | Vehicle refurbisiment: Dieser multiple unit Veh refurb: Passeng. loco-hauled car w/ ticketed space | Ś | - | \$ - | Ś | - |
| 70.13 | Veh refurb: Non-passeng loco-hauled car w/o ticketed space | Ś | - | \$ - | Ś | - |
| 70.14 | Vehicle refurbishment: Maintenance of way vehicles | \$ | - | \$ - | \$ | - |
| 70.15 | Spare parts | \$ | - | \$ - | \$ | - |
| Total for | Category 70 VEHICLES | \$ | - | \$ - | \$ | |
| 00 00 05 | TOOLOUGH CERTIFIED | | | | | |
| | ESSIONAL SERVICES | ć | | ć | ć | |
| 80.01 80.02 | Service Development Plan/Service Environmental Preliminary Engineering/Project Environmental | \$ | - | \$ - \$ - | \$ | - |
| 80.02 | Final design | ç | 15,269,527 | | \$ | 15,269,527 |
| 80.03 | Project management for design and construction | Ś | 8.010.660 | | Ś | 8.010.660 |
| 80.05 | Construction administration & management | Ś | 10,680,880 | | \$ | 10,680,880 |
| 80.06 | Professional liability and other non-construction insurance | Ś | - | \$ - | Ś | - |
| 80.07 | Legal; Permits; Review Fees by other agencies, cities, etc. | \$ | 1,335,110 | \$ - | \$ | 1,335,110 |
| 80.08 | Surveys, testing, investigation | \$ | - | \$ - | \$ | - |
| 80.09 | Engineering inspection | \$ | - | \$ - | \$ | - |
| 80.10 | Start up | \$ | 751,792 | | \$ | 751,792 |
| Total for | Category 80 PROFESSIONAL SERVICES | \$ | 36,047,969 | \$ - | \$ | 36,047,969 |
| Subtotal | (10-80) | Ś | 286,404,400 | \$ 52,243,747 | \$ | 338,648,147 |
| | LOCATED CONTINGENCY | | 200,101,100 | - | Ś | 12,517,822 |
| Subtotal | | | | | \$ | 351,165,969 |
| 100 FINA | NNCE CHARGES | | | | | |
| TOTAL (| CAPITAL COSTS (10-100) | | | | \$ | 351,165,969 |

| Total Miscard Cod (June | | Detailed Capital Cost Budget | | | | |
|--|-----------|---|----------------|---------------|----------------|--|
| The Control of Contr | | Environmental Segment: | Subsection: | | | |
| 1922 Track structure Wight 5, 1250-051 | | | · | | | |
| 1922 Track streament Major/Management (not before the first force) 1.777,661 1.977 | | | \$ 63,206,515 | \$ 6.320.651 | \$ 69.527.166 | |
| Tack Instruction Colonies and Galaxiege structures \$ \$1,245 \$ \$ \$ \$ \$ \$ \$ \$ \$ | 10.02 | Track structure: Major/Movable bridge | | | | |
| Tack construction Can and mill just 4 height following 1 | | | \$ - | \$ - | \$ - | |
| Task structure A-grade garding and sulgrades calibrations of the structure (Same) Same Structure (Same Structure) Same Structure) Same Structure (Same Structure) Same Structure) Same Structure (Same Structure) Same Structure) | | | | | | |
| 10.08 Tesk structure felationing with and opteres \$ 2,266,026 \$ 1,000,000 \$ | | , , , , | \$ - | | | |
| 10.00 Trake new constructions (conventional ballasted) | | | \$ - | | 7 | |
| 10.10 Track new contractions to No ballations | | | | | | |
| 10.11 Track rehabilitation: Distings and similarisation (Distings and similarisation (Distings and similarisation) (Distin | | | | | | |
| 19.13 Track Probabilisation: Component replacement (i.e.) 5 | 10.11 | | \$ - | \$ - | \$ - | |
| 19.14 Track Special track work (notables, burrouts, involved prints) 5 | | | \$ - | | | |
| 10.15 Track March Interfockings S | | | \$ - | | | |
| 10.17 Track Workforton and notes dampening S | | | \$ - | | 7 | |
| 10.18 Defer Track Structure & Track S S S S S S S S S | | | \$ - | T | | |
| Table for Category 20 Track Stratuce & Track S | | | | • | | |
| Sation buildings: interactive passenger rall only S | | | т | T | | |
| Sation buildings: interactive passenger rall only S | | | | | | |
| 20.023 Platform | | · | ė | ċ | ć | |
| Part | | | \$ - | | T | |
| 20.05 Dollar commercial development | | | \$ - | | | |
| Pedestrian / Dike access and accommodation, landscaping, parking lots S | | | \$ - | | | |
| 20.073 | | | \$ - | | | |
| Section Sect | | | \$ - | | | |
| Total for Category 20 STATIONS, TERMANALS, INTERMODAL | | | \$ - | | | |
| SUPPORT FACULTIES: VARIOS, SHOPS, ADMIN, BUGGS | | | \$ - | \$ - | \$ - | |
| 30.01 Light maintenance facility S | Total for | Category 20 STATIONS, TERMINALS, INTERMODAL | \$ - | \$ - | \$ - | |
| Light maintenance facility | 30 SUPPO | DRT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | | | | |
| Heavy maintenance facility S | | | | | | |
| Storage or maintenance-of-way building/bases S | | | | | | |
| Sample S | | | | | | |
| | | | т | | | |
| Demolition, clearing, site preparation \$ 83,3172 \$ 213,293 \$ 1,066,465 \$ 6,025,638 \$ 1,506,659 \$ 7,333,207 \$ 6,025,638 \$ 1,506,659 \$ 7,333,207 \$ 6,025,638 \$ 1,506,659 \$ 7,333,207 \$ 6,025,638 \$ 1,506,659 \$ 7,333,207 \$ 6,025,638 \$ 1,506,659 \$ 7,333,207 \$ 6,025,638 \$ 1,506,638 \$ 1,774,597 \$ 1,7 | Total for | Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ - | \$ - | \$ - | |
| Demolition, clearing, site preparation \$ 83,3172 \$ 213,293 \$ 1,066,465 \$ 6,025,638 \$ 1,506,659 \$ 7,333,207 \$ 6,025,638 \$ 1,506,659 \$ 7,333,207 \$ 6,025,638 \$ 1,506,659 \$ 7,333,207 \$ 6,025,638 \$ 1,506,659 \$ 7,333,207 \$ 6,025,638 \$ 1,506,659 \$ 7,333,207 \$ 6,025,638 \$ 1,506,638 \$ 1,774,597 \$ 1,7 | 40 SITEW | ORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | | | | |
| Hazardous material, contaminated soil removal/mitigation, ground water treatments \$ 1,543,128 \$ 231,469 \$ 1,774,597 | | | \$ 853,172 | \$ 213,293 | \$ 1,066,465 | |
| Environmental mitigation: wethands, historic/archeology, parks \$ 5,250,438 \$ 1,050,088 \$ 6,300,525 | | | | | | |
| Site structures including retaining walls, sound walls \$ 18,174,791 \$ 4,548,668 \$ 22,718,488 | | | | • | | |
| Temporary facilities and other indirect costs during construction \$ 7,000,584 \$ 700,0584 \$ 170,00585 \$ 7,700,684 \$ 183,196,466 \$ 152,663,722 \$ 30,532,744 \$ 183,196,466 \$ 180,000 \$ 152,663,722 \$ 30,532,744 \$ 183,196,466 \$ 180,400,000 \$ 180,4 | | | | | | |
| Highway/pedestrian overpass/grade separations \$ 48,590,008 \$ 9,718,002 \$ 58,308,009 | 40.06 | Temporary facilities and other indirect costs during construction | \$ 7,000,584 | \$ 700,058 | \$ 7,700,642 | |
| Sample S | | | | | | |
| Subtotal for Sitework, Land & Existing Improvement \$ 87,438,758 \$ 17,963,267 \$ 105,402,024 \$ 133,196,466 \$ 240,102,480 \$ 48,496,011 \$ 285,598,491 \$ 240,102,480 \$ 48,496,011 \$ 285,598,491 \$ 285,598,491 \$ 240,102,480 \$ 48,496,011 \$ 285,598,491 \$ 285,598,491 \$ 240,102,480 \$ 48,496,011 \$ 285,598,491 \$ 285,598,491 \$ 240,102,480 \$ 48,496,011 \$ 285,598,491 \$ 240,102,480 \$ 48,496,011 \$ 285,598,491 \$ 240,102,480 \$ 48,496,011 \$ 285,598,491 \$ 240,102,480 \$ 48,496,011 \$ 285,598,491 \$ 240,102,480 \$ 48,496,011 \$ 285,598,491 \$ 240,102,480 \$ 48,496,011 \$ 285,598,491 \$ 285,598,491 \$ 240,102,480 \$ 48,496,011 \$ 285,598,491 \$ 285,598,491 \$ 240,102,480 \$ 48,496,011 \$ 285,598,491 \$ 285 | | | | | | |
| Social for Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS \$ 240,102,480 \$ 48,496,011 \$ 288,598,491 | | | | | | |
| Social Communications & Signal power access and distribution Social Signal power access Social Signal Signal Signal Power Social Sign | | | +,, | | | |
| So.01 Wayside signaling equipment S. 7,397,077 S. 1,109,562 S. 8,506,639 | lotal for | Category 40 STEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 240,102,480 | \$ 48,496,011 | \$ 288,598,491 | |
| Signal power access and distribution Signal power acc | 50 COMI | MUNICATIONS & SIGNALING | | | | |
| Solid | | | | | | |
| Sociation Soci | | | | | | |
| Source S | | | | | | |
| Substitution Subs | 50.05 | | \$ 1,148,782 | \$ 172,317 | \$ 1,321,099 | |
| Station train approach warning system Stat | | | | | | |
| Total for Category 50 COMMUNICATIONS & SIGNALING \$ 8,545,859 \$ 1,281,879 \$ 9,827,738 | | | | | | |
| Solution | | | | | | |
| 50.01 Traction power transmission: High voltage \$. \$. \$. \$. \$. \$. \$. \$. \$. \$ | | | | | | |
| 50.02 Traction power supply: Substations \$ 14,768,453 \$ 2,215,268 \$ 16,983,721 | | | ć | ć | ć | |
| 50.03 Traction power distribution: Catenary and third rai \$ 12,677,285 \$ 1,901,593 \$ 14,578,878 | | | | | | |
| Traction power control \$ - \$ \$ \$ | | | \$ 12,677,285 | | | |
| 70 VEHICLES 70.00 Vehicle acquisition: Electric locomotive 70.01 Vehicle acquisition: Non-electric locomotive 70.02 Vehicle acquisition: Electric multiple unit 70.03 Vehicle acquisition: Diesel multiple unit 70.04 Veh acq: Loco-hauled passenger cars w/ ticketed space \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | 60.04 | Traction power control | \$ - | \$ - | \$ - | |
| 70.00 Vehicle acquisition: Electric locomotive \$ - \$ <td>Total for</td> <td>Category 60 ELECTRIC TRACTION</td> <td>\$ 27,445,739</td> <td>\$ 4,116,861</td> <td>\$ 31,562,599</td> | Total for | Category 60 ELECTRIC TRACTION | \$ 27,445,739 | \$ 4,116,861 | \$ 31,562,599 | |
| 70.00 Vehicle acquisition: Electric locomotive \$ - \$ <td>70 VEHIC</td> <td>LES</td> <td></td> <td></td> <td></td> | 70 VEHIC | LES | | | | |
| 70.02 Vehicle acquisition: Electric multiple unit \$ - \$ - \$ - \$ 70.03 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - \$ 70.04 Veh acq: Loco-hauled passenger cars w/ ticketed space \$ - \$ - \$ - \$ | 70.00 | Vehicle acquisition: Electric locomotive | | | | |
| 70.03 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - 70.04 Veh acq: Loco-hauled passenger cars w/ ticketed space \$ - \$ - \$ - \$ | | | | | | |
| 70.04 Veh acq: Loco-hauled passenger cars w/ ticketed space \$ - \$ - \$ | | | | | | |
| | | | | | | |
| | | | | | | |

| | Detailed Capital Cost Budget | | | | | | |
|----------------|---|----|---|----------|-----------------------------------|----------|--------------------------------|
| | Environmental Segment: | | FNO-BFD Subsection: F1 Option 2 - End | | | | |
| | | | Allocated Cost (Base r FY10 Dollars) | | ed Contingency r FY10 Dollars) | TOTAL | COST (Base Yr FY10 Dollars) |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ | - | \$ | - | \$ | - |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ | - | \$ | - | \$ | - |
| 70.08 70.09 | Vehicle refurbishment: Electric locomotive Vehicle refurbishment: Non-electric locomotive | \$ | | \$ | | \$ | - |
| 70.09 | Vehicle refurbishment: Electric multiple unit | Ś | | \$ \$ | | \$ | - |
| 70.11 | Vehicle refurbishment: Diesel multiple unit | Ś | | \$ | | Ś | - |
| 70.11 | Veh refurb: Passeng. loco-hauled car w/ ticketed space | Ś | - | Ś | | Ś | - |
| 70.13 | Veh refurb: Non-passeng loco-hauled car w/o ticketed space | Ś | - | \$ | | \$ | - |
| 70.14 | Vehicle refurbishment: Maintenance of way vehicles | \$ | - | \$ | - | \$ | - |
| 70.15 | Spare parts | \$ | - | \$ | - | \$ | - |
| Total fo | Category 70 VEHICLES | \$ | | \$ | | \$ | - |
| | | | | | | | |
| | ESSIONAL SERVICES | | | | | | |
| 80.01 | Service Development Plan/Service Environmental | \$ | - | \$ | | \$ | - |
| 80.02 | Preliminary Engineering/Project Environmental | \$ | 12.040.662 | \$ | | \$ \$ | 42.040.662 |
| 80.03 80.04 | Final design | ç | 13,048,663 7,766,042 | | | \$ | 13,048,663 7,766,042 |
| 80.04 80.05 | Project management for design and construction Construction administration & management | \$ | 10,354,722 | | | \$ | 10,354,722 |
| 80.05 | Professional liability and other non-construction insurance | ¢ | 10,534,722 | ¢ | | Ś | 10,534,722 |
| 80.00 | Legal; Permits; Review Fees by other agencies, cities, etc. | Ġ | 1,294,340 | Ś | | Ś | 1,294,340 |
| 80.08 | Surveys, testing, investigation | Ś | 1,234,340 | \$ | | Ś | 1,234,340 |
| 80.09 | Engineering inspection | \$ | - | \$ | - | \$ | - |
| 80.10 | Start up | \$ | 2,483,420 | \$ | - | \$ | 2,483,420 |
| | Category 80 PROFESSIONAL SERVICES | \$ | 34,947,188 | \$ | - | \$ | 34,947,188 |
| | | | | | | | |
| Subtota | | \$ | 410,868,125 | \$ | 66,143,586 | _ | 477,011,711 |
| 90 UNA | LOCATED CONTINGENCY | | | | | \$ | 18,796,047 |
| | ANCE CHARGES | | | | | Þ | 495,807,758 |
| | CAPITAL COSTS (10-100) | | | | | Ś | 495,807,758 |

| | Detailed Capital Cost Budget | | | | |
|-------------------|--|---|---|--------------------------------------|--|
| | Environmental Segment: | FNO-BFD Subsection: H | | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) | |
| 10 Track 10.01 | Structure & Track Track ctructure Viaduct | \$ 216,520,058 | \$ 21,652,006 | \$ 238,172,064 | |
| 10.01 | Track structure: Viaduct Track structure: Major/Movable bridge | \$ 216,520,058 \$ 4,184,394 | \$ 21,652,006 | \$ 238,172,064 | |
| 10.03 | Track structure: Undergrade Bridges | \$ - | \$ - | \$ - | |
| 10.04 10.05 | Track structure: Culverts and drainage structures | \$ 3,335,667 | \$ 333,567 \$ 13,342,670 | \$ 3,669,234 \$ 80,056,018 | |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) Track structure: At-grade (grading and subgrade stabilization) | \$ 66,713,349 \$ - | \$ 15,542,670 | \$ 80,056,018 \$ - | |
| 10.07 | Track structure: Tunnel | \$ - | \$ - | \$ - | |
| 10.08 | Track structure: Retaining walls and systems | \$ 42,466,614 | \$ 6,369,992 | \$ 48,836,607 | |
| 10.09 10.10 | Track new construction: Conventional ballasted Track new construction: Non-ballasted | \$ 63,556,327 \$ 16,123,651 | \$ 9,533,449 \$ 2,418,548 | \$ 73,089,776 \$ 18,542,199 | |
| 10.11 | Track rehabilitation: Ballast and surfacing | \$ - | \$ - | \$ - | |
| 10.12 | Track rehabilitation: Ditching and drainage | \$ - | \$ - | \$ - | |
| 10.13 10.14 | Track rehabilitation: Component replacement (rail, ties, etc Track: Special track work (switches, turnouts, insulated joints] | \$ - \$ 17,606,597 | \$ - \$ 2,640,990 | \$ - \$ 20,247,587 | |
| 10.15 | Track: Major interlockings | \$ - | \$ - | \$ - | |
| 10.16 | Track: Switch heaters (with power and control) | \$ - | \$ - | \$ - | |
| 10.17 10.18 | Track: Vibration and noise dampening Other linear structures including fencing, sound walls | \$ - | \$ - \$ - | \$ - \$ - | |
| | Category 10 Track Structure & Track | \$ 430,506,658 | \$ 56,709,660 | \$ 487,216,318 | |
| | | | | | |
| | ONS, TERMINALS, INTERMODAL | \$ 75,715,745 | \$ 18.928.936 | \$ 94.644.681 | |
| 20.01 20.02 | Station buildings: Intercity passenger rail only Station buildings: Joint use (commuter rail, intercity bus) | \$ 75,715,745 \$ - | \$ 18,928,930 | \$ 94,644,681 \$ - | |
| 20.03 | Platforms | \$ - | \$ - | \$ - | |
| 20.04 | Elevators, escalators | \$ - | \$ - | \$ - | |
| 20.05 20.06 | Joint commercial development Pedestrian / bike access and accommodation, landscaping, parking lots | \$ - \$ 2,153,182 | \$ - \$ 538,295 | \$ - \$ 2,691,477 | |
| 20.07 | Automobile, bus, van accessways including roads | \$ - | \$ - | \$ - | |
| 20.08 | Fare collection systems and equipment | \$ - | \$ - | \$ - | |
| 20.09 | Station security Category 20 STATIONS, TERMINALS, INTERMODAL | \$ - \$ 77,868,927 | \$ - \$ 19,467,232 | \$ - \$ 97,336,159 | |
| rotur jor | Category 20 STATIONS, TERMINALS, INTERMIODAL | 7 77,808,927 | 3 19,407,232 | Ş 37,330,133 | |
| | ORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | | | | |
| 30.01 30.02 | Administration building: Office, sales, storage, revenue counting Light maintenance facility | \$ - | \$ - \$ - | \$ - \$ - | |
| 30.02 | Heavy maintenance facility | \$ - | \$ - | \$ - | |
| 30.04 | Storage or maintenance-of-way building/bases | \$ - | \$ - | \$ - | |
| 30.05 | Yard and yard track | \$ - \$ - | \$ - \$ - | \$ - \$ - | |
| Total jor | Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | Ş - | · - | ş - | |
| 40 SITEV | ORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | | | | |
| 40.01 | Demolition, clearing, site preparation | \$ 3,139,229 | | | |
| 40.02 40.03 | Site utilities, utility relocation Hazardous material, contaminated soil removal/mitigation, ground water treatments | \$ 13,559,935 \$ 822,499 | | | |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | \$ 22,843,211 | \$ 4,568,642 | \$ 27,411,853 | |
| 40.05 | Site structures including retaining walls, sound walls | \$ 74,589,807 | \$ 18,647,452 | \$ 93,237,259 | |
| 40.06 40.07 | Temporary facilities and other indirect costs during construction Purchase or lease of real estate | \$ 30,457,614 \$ 82,119,530 | | | |
| 40.08 | Highway/pedestrian overpass/grade separations | \$ 160,953,296 | \$ 32,190,659 | \$ 193,143,955 | |
| 40.09 | Relocation of existing households and businesses | \$ - | \$ - | \$ - | |
| | Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way | | \$ 62,750,680 \$ 16,423,906 | \$ 369,116,271 \$ 98,543,436 | |
| Total for | Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 388,485,121 | \$ 79,174,586 | \$ 467,659,707 | |
| | | | | | |
| 50 COM 50.01 | MUNICATIONS & SIGNALING Wayside signaling equipment | \$ 36,897,176 | \$ 5,534,576 | \$ 42,431,753 | |
| 50.01 | Signal power access and distribution | \$ 36,897,176 | \$ 5,534,576 | \$ 42,431,753 | |
| 50.03 | On-board signaling equipment | \$ - | \$ - | \$ - | |
| 50.04 | Traffic control and dispatching systems | \$ - | \$ - | \$ - | |
| 50.05 50.06 | Communications Grade crossing protection | \$ 5,673,455 \$ - | \$ 851,018 \$ - | \$ 6,524,474 \$ - | |
| 50.07 | Hazard detectors: dragging equipment high water, slide, etc. | \$ - | \$ - | \$ - | |
| 50.08 | Station train approach warning system | \$ - | \$ - | \$ - | |
| Total for | Category 50 COMMUNICATIONS & SIGNALING | \$ 42,570,632 | \$ 6,385,595 | \$ 48,956,226 | |
| 60 ELECT | RIC TRACTION | | | | |
| 60.01 | Traction power transmission: High voltage | \$ - | \$ - | \$ - | |
| 60.02 60.03 | Traction power distribution: Catenary and third rai | \$ 74,783,104 \$ 61,961,041 | \$ 11,217,466 \$ 9,294,156 | \$ 86,000,569 \$ 71,255,197 | |
| 60.03 | Traction power distribution: Catenary and third rai Traction power control | \$ 61,961,041 | \$ 9,294,156 \$ - | \$ /1,255,19/ \$ - | |
| | Category 60 ELECTRIC TRACTION | \$ 136,744,145 | | 7 | |
| | | | | | |
| 70 VEHIO 70.00 | TLES Vehicle acquisition: Electric locomotive | \$ - | \$ - | \$ - | |
| 70.00 70.01 | Vehicle acquisition: Electric locomotive Vehicle acquisition: Non-electric locomotive | \$ - | \$ - | \$ - | |
| 70.02 | Vehicle acquisition: Electric multiple unit | \$ - | \$ - | \$ - | |
| 70.03 | Vehicle acquisition: Diesel multiple unit | \$ - | \$ - | \$ - | |
| 70.04 70.05 | Veh acq: Loco-hauled passenger cars w/ ticketed space Veh acq: Loco-hauled passenger cars w/o ticketed space | \$ - | \$ - \$ - | \$ - \$ - | |
| . 0.05 | ven deg. 2000 natica passenger cars w/o tieneted space | · . | Υ . | Ÿ | |

| | Detailed Capital Cost Budget | | | | | | |
|------------------|--|-----------------------------|--|----------|--------------------------------------|-------|--------------------------------|
| | Environmental Segment: | FNO-BFD Subsection: H | | | | | |
| | | | Allocated Cost (Base r FY10 Dollars) | | ited Contingency Yr FY10 Dollars) | TOTAL | COST (Base Yr FY10 Dollars) |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ | - | \$ | - | \$ | - |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ | - | \$ | - | \$ | - |
| 70.08 | Vehicle refurbishment: Electric locomotive | \$ | - | \$ | | \$ | - |
| 70.09 70.10 | Vehicle refurbishment: Non-electric locomotive Vehicle refurbishment: Electric multiple unit | Ś | - | \$ \$ | | \$ | - |
| 70.10 | Vehicle refurbishment: Diesel multiple unit | Ġ | | ς . | | ς ς | - |
| 70.11 | Veh refurb: Passeng. loco-hauled car w/ ticketed space | Ś | - | Ś | - | Ś | - |
| 70.13 | Veh refurb: Non-passeng loco-hauled car w/o ticketed space | \$ | - | \$ | - | \$ | - |
| 70.14 | Vehicle refurbishment: Maintenance of way vehicles | \$ | - | \$ | - | \$ | - |
| 70.15 | Spare parts | \$ | | \$ | | \$ | - |
| Total for | Category 70 VEHICLES | \$ | | \$ | | \$ | - |
| 00 00 05 | | | | | | | |
| 80 PROF 80.01 | SESSIONAL SERVICES Service Development Plan/Service Environmental | Ś | | Ś | | Ś | |
| 80.01 | Preliminary Engineering/Project Environmental | ¢ | - | \$ | | \$ | - |
| 80.02 | Final design | Ś | 57,220,125 | т | - | \$ | 57,220,125 |
| 80.04 | Project management for design and construction | Ś | 34,796,422 | т | | \$ | 34,796,422 |
| 80.05 | Construction administration & management | \$ | 46,395,230 | | | \$ | 46,395,230 |
| 80.06 | Professional liability and other non-construction insurance | \$ | - | \$ | - | \$ | - |
| 80.07 | Legal; Permits; Review Fees by other agencies, cities, etc. | \$ | 5,799,404 | \$ | | \$ | 5,799,404 |
| 80.08 | Surveys, testing, investigation | \$ | | \$ | - | \$ | - |
| 80.09 | Engineering inspection | \$ | - | \$ | - | \$ | - |
| 80.10 | Start up | \$ | 12,372,720 | | | \$ | 12,372,720 |
| Total for | Category 80 PROFESSIONAL SERVICES | \$ | 156,583,900 | \$ | - | \$ | 156,583,900 |
| Subtotal | (10-80) | Ś | 1,232,759,382 | Ś | 182,248,695 | Ś | 1,415,008,077 |
| | LOCATED CONTINGENCY | | 1/202/199/302 | | 102/2 10/033 | Ś | 53,808,774 |
| Subtotal | | | | | | \$ | 1,468,816,851 |
| | ANCE CHARGES | | | | | | |
| TOTAL | CAPITAL COSTS (10-100) | | | | | \$ | 1,468,816,851 |

| | Detailed Capital Cost Budget | | | | |
|-------------------|--|---|---|--------------------------------------|--|
| | Environmental Segment: | FNO-BFD Subsection: C1 | | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) | |
| 10 Track 10.01 | Structure & Track Track structure: Viaduct | \$ 424,938,779 | \$ 42,493,878 | \$ 467,432,657 | |
| 10.02 | Track structure: Major/Movable bridge | \$ 724,655 | | | |
| 10.03 | Track structure: Undergrade Bridges Track structure: Culverte and designed structures | \$ - | \$ - | \$ - | |
| 10.04 10.05 | Track structure: Culverts and drainage structures Track structure: Cut and Fill (> 4' height/depth) | \$ 1,108,177 \$ 22,163,546 | \$ 110,818 \$ 4,432,709 | \$ 1,218,995 \$ 26,596,255 | |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | \$ - | \$ - | \$ - | |
| 10.07 | Track structure: Tunnel | \$ - | \$ - | \$ - | |
| 10.08 10.09 | Track structure: Retaining walls and systems Track new construction: Conventional ballasted | \$ 37,015,086 \$ 28,183,320 | \$ 5,552,263 \$ 4,227,498 | \$ 42,567,349 \$ 32,410,818 | |
| 10.10 | Track new construction: Non-ballasted | \$ 29,554,859 | | | |
| 10.11 | Track rehabilitation: Ballast and surfacing | \$ - | \$ - | \$ - | |
| 10.12 | Track rehabilitation: Ditching and drainage Track rehabilitation: Company tracks and tracks and tracks and tracks are a second tracks are a second tracks and tracks are a second tracks and tracks are a second tracks and tracks are a second tracks are a second tracks and tracks are a second tracks are a second tracks and tracks are a second tracks and tracks are a second tracks are a second tracks and tracks are a second tracks | \$ - | \$ - \$ - | \$ - \$ - | |
| 10.13 10.14 | Track rehabilitation: Component replacement (rail, ties, etc Track: Special track work (switches, turnouts, insulated joints) | \$ - | \$ - | \$ - | |
| 10.15 | Track: Major interlockings | \$ - | \$ - | \$ - | |
| 10.16 | Track: Switch heaters (with power and control) | \$ - | \$ - | \$ - | |
| 10.17 10.18 | Track: Vibration and noise dampening Other linear structures including fencing, sound walls | \$ - \$ - | \$ - \$ - | \$ - \$ - | |
| | Category 10 Track Structure & Track | \$ 543,688,423 | \$ 61,322,860 | \$ 605,011,283 | |
| | | | | | |
| | ONS, TERMINALS, INTERMODAL Station buildings: Intercity personant rail only | ė | \$ - | \$ - | |
| 20.01 20.02 | Station buildings: Intercity passenger rail only Station buildings: Joint use (commuter rail, intercity bus) | \$ - | \$ - | \$ - | |
| 20.03 | Platforms | \$ - | \$ - | \$ - | |
| 20.04 | Elevators, escalators | \$ - | \$ - | \$ - | |
| 20.05 20.06 | Joint commercial development Pedestrian / bike access and accommodation, landscaping, parking lots | \$ - \$ - | \$ - | \$ - \$ - | |
| 20.06 | Automobile, bus, van accessways including roads | \$ - | \$ - | \$ - | |
| 20.08 | Fare collection systems and equipment | \$ - | \$ - | \$ - | |
| 20.09 | Station security | \$ - | \$ - | \$ - | |
| Total for | Category 20 STATIONS, TERMINALS, INTERMODAL | \$ - | \$ - | \$ - | |
| 30 SUPPO | DRT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | | | | |
| 30.01 | Administration building: Office, sales, storage, revenue counting | \$ - | \$ - | \$ - | |
| 30.02 | Light maintenance facility | \$ - | \$ - | \$ - | |
| 30.03 30.04 | Heavy maintenance facility Storage or maintenance-of-way building/bases | \$ - \$ - | \$ - | \$ - | |
| 30.05 | Yard and yard track | \$ - | \$ - | \$ - | |
| Total for | Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ - | \$ - | \$ - | |
| 40 SITEM | ORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | | | | |
| 40.01 | Demolition, clearing, site preparation | \$ 20,059 | \$ 5,015 | \$ 25,073 | |
| 40.02 | Site utilities, utility relocation | \$ 1,506,659 | | | |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatments | \$ 1,678,953 | | | |
| 40.04 40.05 | Environmental mitigation: wetlands, historic/archeology, parks Site structures including retaining walls, sound walls | \$ 18,369,334 \$ 22,582,720 | | \$ 22,043,201 \$ 28,228,400 | |
| 40.06 | Temporary facilities and other indirect costs during construction | \$ 24,492,446 | | | |
| 40.07 | Purchase or lease of real estate | \$ 35,222,859 | \$ 7,044,572 | \$ 42,267,431 | |
| 40.08 | Highway/pedestrian overpass/grade separations | \$ 42,834,326 | | | |
| 40.09 | Relocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements | \$ - \$ 111,484,498 | \$ 20,969,179 | \$ - \$ 132,453,677 | |
| | Subtotal for Right of Way | \$ 35,222,859 | \$ 7,044,572 | \$ 42,267,431 | |
| Total for | Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 146,707,357 | \$ 28,013,751 | \$ 174,721,108 | |
| 50 COM | MUNICATIONS & SIGNALING | | | | |
| 50.01 | Wayside signaling equipment | \$ 24,371,291 | \$ 3,655,694 | \$ 28,026,984 | |
| 50.02 | Signal power access and distribution | \$ - | \$ - | \$ - | |
| 50.03 | On-board signaling equipment | \$ - | \$ - | \$ - | |
| 50.04 50.05 | Traffic control and dispatching systems Communications | \$ - \$ 3,784,913 | \$ - \$ 567,737 | \$ - \$ 4,352,650 | |
| 50.06 | Grade crossing protection | \$ - | \$ - | \$ - | |
| 50.07 | Hazard detectors: dragging equipment high water, slide, etc. | \$ - | \$ - | \$ - | |
| 50.08 | Station train approach warning system Category 50 COMMUNICATIONS & SIGNALING | \$ - \$ 28,156,204 | \$ - | \$ - | |
| rotal för | Chegory 30 COMMUNICATIONS & SIGNALING | \$ 28,156,204 | \$ 4,223,431 | \$ 32,379,634 | |
| | RIC TRACTION | | | | |
| 60.01 | Traction power transmission: High voltage | \$ - | \$ - | \$ - | |
| 60.02 60.03 | Traction power supply: Substations Traction power distribution: Catenary and third rai | \$ 49,407,389 \$ 41,768,091 | | | |
| 60.03 | Traction power distribution: Catenary and third rail Traction power control | \$ 41,768,091 | \$ 6,265,214 | \$ 48,033,305 | |
| | Category 60 ELECTRIC TRACTION | \$ 91,175,480 | \$ 13,676,322 | \$ 104,851,802 | |
| | | | | | |
| 70 VEHIC 70.00 | | Ċ | \$ - | Ċ | |
| 70.00 | Vehicle acquisition: Electric locomotive Vehicle acquisition: Non-electric locomotive | \$ - | \$ - | \$ - | |
| 70.02 | Vehicle acquisition: Electric multiple unit | \$ - | \$ - | \$ - | |
| 70.03 | Vehicle acquisition: Diesel multiple unit | \$ - | \$ - | \$ - | |
| 70.04 70.05 | Veh acq: Loco-hauled passenger cars w/ ticketed space Veh acq: Loco-hauled passenger cars w/o ticketed space | \$ - | \$ - \$ - | \$ - \$ - | |
| 10.03 | ven deg. Eccomatica passenger cars w/o ticketeu space | · - | Υ - | · - | |

| | Detailed Capital Cost Budget | | | | |
|----------------|---|---|---|--------------------------------------|--|
| | Environmental Segment: | FNO-BFD Subsection: C1 | | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) | |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ - | \$ - | \$ - | |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ - | \$ - | \$ - | |
| 70.08 70.09 | Vehicle refurbishment: Electric locomotive Vehicle refurbishment: Non-electric locomotive | \$ - | \$ - \$ - | \$ - \$ - | |
| 70.09 | Vehicle refurbishment: Non-electric locomotive Vehicle refurbishment: Electric multiple unit | \$ - | \$ - | \$ - | |
| 70.10 | Vehicle refurbishment: Diesel multiple unit | \$ - | \$ - | \$ - | |
| 70.12 | Veh refurb: Passeng. loco-hauled car w/ ticketed space | Š - | \$ - | \$ - | |
| 70.13 | Veh refurb: Non-passeng loco-hauled car w/o ticketed space | Š - | \$ - | Ś - | |
| 70.14 | Vehicle refurbishment: Maintenance of way vehicles | \$ - | \$ - | \$ - | |
| 70.15 | Spare parts | \$ - | \$ - | \$ - | |
| Total for | Category 70 VEHICLES | \$ - | \$ - | \$ - | |
| | | | | | |
| | ESSIONAL SERVICES | | , | | |
| 80.01 | Service Development Plan/Service Environmental | \$ - | \$ - | \$ - | |
| 80.02 | Preliminary Engineering/Project Environmental | \$ - | \$ - \$ - | \$ - \$ 44.247.898 | |
| 80.03 80.04 | Final design Project management for design and construction | \$ 44,247,898 \$ 26,240,892 | T | \$ 44,247,898 \$ 26,240,892 | |
| 80.04 | Construction administration & management | \$ 26,240,892 | | \$ 26,240,892 | |
| 80.06 | Professional liability and other non-construction insurance | \$ 34,387,830 | \$. | \$ 54,367,630 | |
| 80.07 | Legal; Permits; Review Fees by other agencies, cities, etc. | \$ 4,373,482 | \$ - | \$ 4,373,482 | |
| 80.08 | Surveys, testing, investigation | \$ - | \$ - | \$ - | |
| 80.09 | Engineering inspection | \$ - | \$ - | \$ - | |
| 80.10 | Start up | \$ 8,233,886 | \$ - | \$ 8,233,886 | |
| Total for | Category 80 PROFESSIONAL SERVICES | \$ 118,084,013 | \$ - | \$ 118,084,013 | |
| Subtotal | (40.90) | ć 027.044.47S | ć 407.235.854 | ć 4.025.04 3 .040 | |
| | (10-80) LOCATED CONTINGENCY | \$ 927,811,476 | \$ 107,236,364 | \$ 1,035,047,840 \$ 40,486,373 | |
| Subtotal | | | | \$ 1,075,534,213 | |
| | ANCE CHARGES | | | 7 1,075,534,215 | |
| | CAPITAL COSTS (10-100) | | | \$ 1,075,534,213 | |

| | Detailed Capital Cost Budget | | | | |
|-----------------|--|---|---|--------------------------------------|--|
| | Environmental Segment: | FNO-BFD Subsection: C2 | | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) | |
| | Structure & Track | Å 460.465.450 | Å 45 046 E46 | \$ 176,181,675 | |
| 10.01 10.02 | Track structure: Viaduct Track structure: Major/Movable bridge | \$ 160,165,159 \$ 2,088,448 | | | |
| 10.03 | Track structure: Undergrade Bridges | \$ - | \$ - | \$ - | |
| 10.04 | Track structure: Culverts and drainage structures | \$ 1,972,697 | \$ 197,270 | \$ 2,169,966 | |
| 10.05 10.06 | Track structure: Cut and Fill (> 4' height/depth) Track structure: At-grade (grading and subgrade stabilization) | \$ 39,453,935 \$ - | \$ 7,890,787 \$ - | \$ 47,344,722 \$ - | |
| 10.07 | Track structure: Tunnel | \$ - | \$ - | \$ - | |
| 10.08 | Track structure: Retaining walls and systems | \$ 32,923,809 | \$ 4,938,571 | \$ 37,862,380 | |
| 10.09 10.10 | Track new construction: Conventional ballasted Track new construction: Non-ballasted | \$ 40,359,605 \$ 12,043,605 | \$ 6,053,941 \$ 1,806,541 | \$ 46,413,546 \$ 13,850,146 | |
| 10.11 | Track rehabilitation: Ballast and surfacing | \$ - | \$ - | \$ - | |
| 10.12 | Track rehabilitation: Ditching and drainage | \$ - | \$ - | \$ - | |
| 10.13 10.14 | Track rehabilitation: Component replacement (rail, ties, etc Track: Special track work (switches, turnouts, insulated joints) | \$ - | \$ - \$ - | \$ - \$ - | |
| 10.14 | Track: Major interlockings | \$ - | \$ - | \$ - | |
| 10.16 | Track: Switch heaters (with power and control) | \$ - | \$ - | \$ - | |
| 10.17 | Track: Vibration and noise dampening | \$ - | \$ - | \$ - | |
| 10.18 Total for | Other linear structures including fencing, sound walls Category 10 Track Structure & Track | \$ - \$ 289,007,257 | \$ - \$ 37,112,470 | \$ - \$ 326,119,727 | |
| | Contract of the Contract of th | 203,007,237 | φ 37,112,170 | 9 320,223,727 | |
| | ONS, TERMINALS, INTERMODAL | | | . | |
| 20.01 20.02 | Station buildings: Intercity passenger rail only Station buildings: Joint use (commuter rail, intercity bus) | \$ - | \$ - | \$ - \$ - | |
| 20.02 | Platforms | \$ - | \$ - | \$ - | |
| 20.04 | Elevators, escalators | \$ - | \$ - | \$ - | |
| 20.05 | Joint commercial development | \$ - | \$ - | \$ - | |
| 20.06 20.07 | Pedestrian / bike access and accommodation, landscaping, parking lots Automobile, bus, van accessways including roads | \$ - | \$ - | \$ - \$ - | |
| 20.08 | Fare collection systems and equipment | \$ - | \$ - | \$ - | |
| 20.09 | Station security | \$ - | \$ - | \$ - | |
| Total for | Category 20 STATIONS, TERMINALS, INTERMODAL | \$ - | \$ - | \$ - | |
| 30 SUPP | DRT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | | | | |
| 30.01 | Administration building: Office, sales, storage, revenue counting | \$ - | \$ - | \$ - | |
| 30.02 | Light maintenance facility | \$ - | \$ - | \$ - | |
| 30.03 30.04 | Heavy maintenance facility Storage or maintenance-of-way building/bases | \$ - \$ - | \$ - | \$ - \$ - | |
| 30.05 | Yard and yard track | \$ - | \$ - | \$ - | |
| Total for | Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ - | \$ - | \$ - | |
| 40 SITEM | ORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | | | | |
| 40.01 | Demolition, clearing, site preparation | \$ 1,629,420 | \$ 407,355 | \$ 2,036,775 | |
| 40.02 | Site utilities, utility relocation | \$ 4,519,978 | | | |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatments | \$ 750,813 | | | |
| 40.04 40.05 | Environmental mitigation: wetlands, historic/archeology, parks Site structures including retaining walls, sound walls | \$ 11,022,725 \$ 17,381,120 | , , , , , , , | \$ 13,227,270 \$ 21,726,400 | |
| 40.06 | Temporary facilities and other indirect costs during construction | \$ 14,696,966 | | | |
| 40.07 | Purchase or lease of real estate | \$ 38,728,271 | \$ 7,745,654 | \$ 46,473,925 | |
| 40.08 | Highway/pedestrian overpass/grade separations | \$ 54,135,574 \$ - | | \$ 64,962,688 | |
| 40.09 | Relocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements | ' | \$ 20,496,608 | \$ - \$ 124,633,204 | |
| | Subtotal for Right of Way | | \$ 7,745,654 | \$ 46,473,925 | |
| Total for | Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 142,864,867 | \$ 28,242,262 | \$ 171,107,130 | |
| 50. COM | MUNICATIONS & SIGNALING | | | | |
| 50.01 | Wayside signaling equipment | \$ 24,560,313 | \$ 3,684,047 | \$ 28,244,360 | |
| 50.02 | Signal power access and distribution | \$ - | \$ - | \$ - | |
| 50.03 | On-board signaling equipment Traffic control and dispatching systems | \$ - | \$ - | \$ - \$ - | |
| 50.04 50.05 | Traffic control and dispatching systems Communications | \$ - \$ 3,814,268 | \$ 572,140 | \$ - \$ 4,386,409 | |
| 50.06 | Grade crossing protection | \$ 3,814,208 | \$ - | \$ 4,580,409 | |
| 50.07 | Hazard detectors: dragging equipment high water, slide, etc. | \$ - | \$ - | \$ - | |
| 50.08 | Station train approach warning system Category 50 COMMUNICATIONS & SIGNALING | \$ 28,374,582 | \$ - \$ 4,256,187 | \$ - \$ 32,630,769 | |
| Total joi | Caragory 30 Communications & Signature | 20,374,382 | 4,230,187 | 32,030,709 | |
| | RICTRACTION | | | | |
| 60.01 | Traction power transmission: High voltage Traction power supply: Substations | \$ - \$ 49,778,164 | \$ - \$ 7,466,725 | \$ - \$ 57,244,889 | |
| 60.02 60.03 | Traction power supply: Substations Traction power distribution: Catenary and third rai | \$ 49,778,164 | | | |
| 60.04 | Traction power control | \$ - | \$ - | \$ - | |
| Total for | Category 60 ELECTRIC TRACTION | \$ 91,870,206 | \$ 13,780,531 | \$ 105,650,737 | |
| 70 VEHIC | 155 | | | | |
| 70 VEHIC | Vehicle acquisition: Electric locomotive | \$ - | \$ - | \$ - | |
| 70.01 | Vehicle acquisition: Non-electric locomotive | \$ - | \$ - | \$ - | |
| 70.02 | Vehicle acquisition: Electric multiple unit | \$ - | \$ - | \$ - | |
| 70.03 70.04 | Vehicle acquisition: Diesel multiple unit Veh acq: Loco-hauled passenger cars w/ ticketed space | \$ - | \$ - | \$ - \$ - | |
| 70.04 | Veh acq: Loco-hauled passenger cars w/ ticketed space Veh acq: Loco-hauled passenger cars w/o ticketed space | \$ - | \$ - | \$ - | |
| | | | | | |

| | Detailed Capital Cost Budget | | | |
|----------------|--|--|---|--------------------------------------|
| | Environmental Segment: | | FNO-BFD Subsection: C2 | |
| | | Total Allocated Cost (Bas Yr FY10 Dollars) | e Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ | - \$ - | \$ - |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ | - \$ - | \$ - |
| 70.08 | Vehicle refurbishment: Electric locomotive | \$ | - \$ - | \$ - |
| 70.09 | Vehicle refurbishment: Non-electric locomotive | \$ | - \$ - | \$ - |
| 70.10 | Vehicle refurbishment: Electric multiple unit | \$ | - \$ - - \$ - | \$ - \$ - |
| 70.11 70.12 | Vehicle refurbishment: Diesel multiple unit Veh refurb: Passeng, loco-hauled car w/ ticketed space | \$ | - \$ - - \$ - | \$ - |
| 70.12 | Veh refurb: Non-passeng loco-hauled car w/o ticketed space Veh refurb: Non-passeng loco-hauled car w/o ticketed space | \$ | - \$ - - \$ - | \$ - |
| 70.13 | Vehicle refurbishment: Maintenance of way vehicles | Ś | - \$ - | \$ - |
| 70.14 | Spare parts | Ś | - \$ - | \$ - |
| | r Category 70 VEHICLES | Ś | - \$ - | \$ - |
| rotur jo | - Category 70 72/1/02/20 | , | Ť | , |
| 80 PROF | ESSIONAL SERVICES | | | |
| 80.01 | Service Development Plan/Service Environmental | \$ | - \$ - | \$ - |
| 80.02 | Preliminary Engineering/Project Environmental | \$ | - \$ - | \$ - |
| 80.03 | Final design | \$ 27,045,17 | | \$ 27,045,176 |
| 80.04 | Project management for design and construction | \$ 17,671,03 | | \$ 17,671,033 |
| 80.05 | Construction administration & management | \$ 23,561,37 | | \$ 23,561,377 |
| 80.06 | Professional liability and other non-construction insurance | \$ | - \$ - | \$ - |
| 80.07 | Legal; Permits; Review Fees by other agencies, cities, etc. | \$ 2,945,17 | | \$ 2,945,172 |
| 80.08 | Surveys, testing, investigation | \$ | - \$ - | \$ - |
| 80.09 | Engineering inspection | \$ 0.206.00 | - \$ - | \$ - |
| 80.10 | Start up r Category 80 PROFESSIONAL SERVICES | \$ 8,296,89 \$ 79,519,64 | | \$ 8,296,890 \$ 79,519,649 |
| rotai joi | Cutegory 80 PROPESSIONAL SERVICES | 79,519,64 | - | 79,519,649 |
| Subtota | l (10-80) | \$ 631,636,56 | 1 \$ 83,391,450 | \$ 715,028,011 |
| | LOCATED CONTINGENCY | 7 002,000,00 | - + 00,002,100 | \$ 27,605,846 |
| Subtota | | | | \$ 742,633,857 |
| 100 FIN | ANCE CHARGES | | | |
| TOTAL | CAPITAL COSTS (10-100) | | | \$ 742,633,857 |

| | Detailed Capital Cost Budget | | | | |
|-------------------|--|------------------------------|--|---|--------------------------------------|
| | Environmental Segment: | FNO-BFD Subsection: C3 | | | |
| | | Tot | al Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) |
| 10 Track 10.01 | Structure & Track Track structure: Viaduct | ć | 120 270 050 | \$ 12,937,096 | Ć 142.200.0E4 |
| 10.01 | Track structure: Major/Movable bridge | \$ | 129,370,959 1,449,309 | \$ 12,937,096 \$ 144,931 | \$ 142,308,054 \$ 1,594,240 |
| 10.03 | Track structure: Undergrade Bridges | \$ | - | \$ - | \$ - |
| 10.04 10.05 | Track structure: Culverts and drainage structures Track structure: Culverts and Fill (5.41 beight (donth)) | \$ | 1,728,192 34,563,842 | \$ 172,819 \$ 6.912.768 | \$ 1,901,011 \$ 41.476.610 |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) Track structure: At-grade (grading and subgrade stabilization) | \$ | 54,505,642 | \$ 6,912,768 \$ - | \$ 41,476,610 \$ - |
| 10.07 | Track structure: Tunnel | \$ | - | \$ - | \$ - |
| 10.08 | Track structure: Retaining walls and systems | \$ | 96,033,932 | \$ 14,405,090 | \$ 110,439,021 |
| 10.09 10.10 | Track new construction: Conventional ballasted Track new construction: Non-ballasted | \$ | 41,358,855 9,679,216 | \$ 6,203,828 \$ 1,451,882 | \$ 47,562,683 \$ 11,131,099 |
| 10.11 | Track rehabilitation: Ballast and surfacing | \$ | - | \$ - | \$ - |
| 10.12 | Track rehabilitation: Ditching and drainage | \$ | - | \$ - | \$ - |
| 10.13 10.14 | Track rehabilitation: Component replacement (rail, ties, etc Track: Special track work (switches, turnouts, insulated joints] | \$ | - | \$ - \$ - | \$ - \$ - |
| 10.15 | Track: Major interlockings | \$ | - | \$ - | \$ - |
| 10.16 | Track: Switch heaters (with power and control) | \$ | - | \$ - | \$ - |
| 10.17 10.18 | Track: Vibration and noise dampening Other linear structures including foreign, count walk | \$ | - | \$ - \$ - | \$ - \$ - |
| | Other linear structures including fencing, sound walls Category 10 Track Structure & Track | \$ | 314,184,305 | \$ 42,228,415 | \$ 356,412,720 |
| | | | | | |
| | ONS, TERMINALS, INTERMODAL Station buildings: Intercity passenger rail only | Ś | | \$ - | \$ - |
| 20.01 20.02 | Station buildings: Joint use (commuter rail, intercity bus) | \$ | - | \$ - | \$ - |
| 20.03 | Platforms | \$ | - | \$ - | \$ - |
| 20.04 | Elevators, escalators | \$ | - | \$ - | \$ - |
| 20.05 20.06 | Joint commercial development Pedestrian / bike access and accommodation, landscaping, parking lots | \$ | - | \$ - \$ - | \$ - \$ - |
| 20.07 | Automobile, bus, van accessways including roads | \$ | - | \$ - | \$ - |
| 20.08 | Fare collection systems and equipment | \$ | - | \$ - | \$ - |
| 20.09 | Station security Category 20 STATIONS, TERMINALS, INTERMODAL | \$ | | \$ - \$ - | \$ - \$ - |
| rotur jor | Category 20 STATIONS, TERMINALS, INTERMIODAL | ٠ | | , · | |
| | ORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | | | | |
| 30.01 30.02 | Administration building: Office, sales, storage, revenue counting Light maintenance facility | \$ | - | \$ - \$ - | \$ - \$ - |
| 30.02 | Heavy maintenance facility | \$ | - | \$ - | \$ - |
| 30.04 | Storage or maintenance-of-way building/bases | \$ | - | \$ - | \$ - |
| 30.05 | Yard and yard track | \$ | - | \$ - | \$ - \$ - |
| Total for | Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ | - | \$ - | \$ - |
| 40 SITEW | ORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | | | | |
| 40.01 | Demolition, clearing, site preparation | \$ | 651,506 | | |
| 40.02 40.03 | Site utilities, utility relocation Hazardous material, contaminated soil removal/mitigation, ground water treatments | \$ | 1,506,659 430,114 | | |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | \$ | 13,916,833 | \$ 2,783,367 | \$ 16,700,200 |
| 40.05 | Site structures including retaining walls, sound walls | \$ | 27,784,320 | | |
| 40.06 40.07 | Temporary facilities and other indirect costs during constructior Purchase or lease of real estate | \$ | 18,555,778 48,876,122 | \$ 1,855,578 \$ 9,775,224 | \$ 20,411,356 \$ 58,651,346 |
| 40.08 | Highway/pedestrian overpass/grade separations | \$ | 119,337,544 | \$ 23,867,509 | \$ 143,205,053 |
| 40.09 | Relocation of existing households and businesses | \$ | - | \$ - | \$ - |
| | Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way | | 182,182,755 48,876,122 | \$ 36,056,592 \$ 9,775,224 | \$ 218,239,346 \$ 58,651,346 |
| Total for | Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ | 231,058,877 | \$ 45,831,816 | \$ 276,890,693 |
| | | | | | |
| 50 COM 50.01 | MUNICATIONS & SIGNALING Wayside signaling equipment | \$ | 24,396,494 | \$ 3,659,474 | \$ 28,055,968 |
| 50.01 | Signal power access and distribution | \$ | 24,330,434 | \$ 3,033,474 | \$ 28,033,308 |
| 50.03 | On-board signaling equipment | \$ | - | \$ - | \$ - |
| 50.04 | Traffic control and dispatching systems | \$ | 3 700 00- | \$ - | \$ - |
| 50.05 50.06 | Communications Grade crossing protection | \$ | 3,788,827 | \$ 568,324 \$ - | \$ 4,357,151 \$ - |
| 50.07 | Hazard detectors: dragging equipment high water, slide, etc. | \$ | - | \$ - | \$ - |
| 50.08 | Station train approach warning system | \$ | - | \$ - | \$ - |
| lotal for | Category 50 COMMUNICATIONS & SIGNALING | \$ | 28,185,321 | \$ 4,227,798 | \$ 32,413,119 |
| | RIC TRACTION | | | | |
| 60.01 | Traction power transmission: High voltage | \$ | - | \$ - | \$ - |
| 60.02 60.03 | Traction power supply: Substations Traction power distribution: Catenary and third rai | \$ | 49,456,826 41,811,284 | \$ 7,418,524 \$ 6,271,693 | \$ 56,875,349 \$ 48,082,977 |
| 60.04 | Traction power control | \$ | | \$ 0,271,093 | \$ 48,082,377 |
| Total for | Category 60 ELECTRIC TRACTION | \$ | 91,268,110 | \$ 13,690,216 | \$ 104,958,326 |
| 70 VEHIC | IFS | | | | |
| 70 VEHIC | Vehicle acquisition: Electric locomotive | \$ | - | \$ - | \$ - |
| 70.01 | Vehicle acquisition: Non-electric locomotive | \$ | - | \$ - | \$ - |
| 70.02 | Vehicle acquisition: Electric multiple unit | \$ | - | \$ - | \$ - |
| 70.03 70.04 | Vehicle acquisition: Diesel multiple unit Veh acq: Loco-hauled passenger cars w/ ticketed space | \$ | - | \$ - \$ - | \$ - \$ - |
| 70.04 | Veh acq: Loco-hauled passenger cars w/o ticketed space Veh acq: Loco-hauled passenger cars w/o ticketed space | \$ | - | \$ - | \$ - |
| | | | | | |

| | Detailed Capital Cost Budget | | | | | | |
|----------------|--|------------------------------|---|-----|-------------------------------------|--------|----------------------------------|
| | Environmental Segment: | FNO-BFD Subsection: C3 | | | | | |
| | | | I Allocated Cost (Base Yr FY10 Dollars) | | ted Contingency Yr FY10 Dollars) | TOTAL | L COST (Base Yr FY10 Dollars) |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ | - | \$ | - | \$ | - |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ | - | \$ | - | \$ | - |
| 70.08 70.09 | Vehicle refurbishment: Electric locomotive | \$ | - | \$ | | \$ | - |
| 70.09 | Vehicle refurbishment: Non-electric locomotive Vehicle refurbishment: Electric multiple unit | ç | - | \$ | | \$ | - |
| 70.10 | Vehicle refurbishment: Diesel multiple unit | Š | | ς . | | Ş Ç | |
| 70.11 | Veh refurb: Passeng, loco-hauled car w/ ticketed space | Ś | | Ś | - | Ś | - |
| 70.13 | Veh refurb: Non-passeng loco-hauled car w/o ticketed space | Ś | - | Ś | - | Ś | _ |
| 70.14 | Vehicle refurbishment: Maintenance of way vehicles | \$ | - | \$ | - | \$ | - |
| 70.15 | Spare parts | \$ | - | \$ | - | \$ | - |
| Total for | Category 70 VEHICLES | \$ | - | \$ | | \$ | - |
| 00 0005 | ESSIONAL SERVICES | | | | | | |
| 80 PROF | Service Development Plan/Service Environmental | Ś | | \$ | | Ś | |
| 80.01 | Preliminary Engineering/Project Environmental | ¢ | - | \$ | | Ś | - |
| 80.03 | Final design | Ś | 34,479,124 | | - | Ś | 34,479,124 |
| 80.04 | Project management for design and construction | Ś | 21.360.705 | \$ | - | Ś | 21,360,705 |
| 80.05 | Construction administration & management | \$ | 28,480,940 | | - | \$ | 28,480,940 |
| 80.06 | Professional liability and other non-construction insurance | \$ | - | \$ | - | \$ | - |
| 80.07 | Legal; Permits; Review Fees by other agencies, cities, etc. | \$ | 3,560,118 | \$ | - | \$ | 3,560,118 |
| 80.08 | Surveys, testing, investigation | \$ | - | \$ | | \$ | - |
| 80.09 | Engineering inspection | \$ | - | \$ | - | \$ | - |
| 80.10 | Start up | \$ | 8,242,287 | | | \$ | 8,242,287 |
| Total for | Category 80 PROFESSIONAL SERVICES | \$ | 96,123,174 | \$ | - | \$ | 96,123,174 |
| Subtotal | (10-80) | Ś | 760,819,786 | Ś | 105,978,246 | Ś | 866,798,032 |
| | LOCATED CONTINGENCY | T T | ,, | | | \$ | 33,234,831 |
| Subtotal | (10-90) | | | | | \$ | 900,032,863 |
| | INCE CHARGES | | | | | | |
| TOTAL (| CAPITAL COSTS (10-100) | | | | | \$ | 900,032,863 |

| | Detailed Capital Cost Budget | | | |
|-------------------|--|---|---|--------------------------------------|
| | Environmental Segment: | FNO-BFD Subsection: P | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) |
| 10 Track 10.01 | Structure & Track Track structure: Viaduct | \$ - | \$ - | \$ - |
| 10.02 | Track structure: Major/Movable bridge | \$ - | \$ - | \$ - |
| 10.03 | Track structure: Undergrade Bridges | \$ - | \$ - | \$ - |
| 10.04 10.05 | Track structure: Culverts and drainage structures Track structure: Cut and Fill (> 4' height/depth) | \$ 881,837 \$ 17,636,743 | \$ 88,184 \$ 3,527,349 | \$ 970,021 \$ 21,164,091 |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | \$ - | \$ - | \$ - |
| 10.07 | Track structure: Tunnel | \$ - | \$ - | \$ - |
| 10.08 10.09 | Track structure: Retaining walls and systems Track new construction: Conventional ballasted | \$ - \$ 16,998,144 | \$ - \$ 2,549,722 | \$ - \$ 19,547,865 |
| 10.09 | Track new construction: Non-ballasted | \$ 10,556,144 | \$ 2,343,722 | \$ 15,547,805 |
| 10.11 | Track rehabilitation: Ballast and surfacing | \$ - | \$ - | \$ - |
| 10.12 | Track rehabilitation: Ditching and drainage | \$ - | \$ - | \$ - |
| 10.13 10.14 | Track rehabilitation: Component replacement (rail, ties, etc Track: Special track work (switches, turnouts, insulated joints] | \$ 2,064,443 | \$ - \$ 309,666 | \$ - \$ 2,374,109 |
| 10.15 | Track: Major interlockings | \$ - | \$ - | \$ - |
| 10.16 | Track: Switch heaters (with power and control) | \$ - | \$ - | \$ - |
| 10.17 10.18 | Track: Vibration and noise dampening Other linear structures including fencing, sound walls | \$ - \$ - | \$ - \$ - | \$ - \$ - |
| | Category 10 Track Structure & Track | \$ 37,581,166 | \$ 6,474,920 | \$ 44,056,086 |
| | | | | |
| | DNS, TERMINALS, INTERMODAL Station buildings: Intercity passenger rail only | ė | \$ - | Š - |
| 20.01 20.02 | Station buildings: Joint use (commuter rail, intercity bus) | \$ - | \$ - | \$ - |
| 20.03 | Platforms | \$ - | \$ - | \$ - |
| 20.04 | Elevators, escalators | \$ - | \$ - | \$ - |
| 20.05 20.06 | Joint commercial development Pedestrian / bike access and accommodation, landscaping, parking lots | \$ - \$ - | \$ - \$ - | \$ - \$ - |
| 20.00 | Automobile, bus, van accessways including roads | \$ - | \$ - | \$ - |
| 20.08 | Fare collection systems and equipment | \$ - | \$ - | \$ - |
| 20.09 | Station security | \$ - | \$ - | \$ - |
| Total for | Category 20 STATIONS, TERMINALS, INTERMODAL | - | \$ - | \$ - |
| 30 SUPPO | DRT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | | | |
| 30.01 | Administration building: Office, sales, storage, revenue counting | \$ - | \$ - | \$ - |
| 30.02 30.03 | Light maintenance facility Heavy maintenance facility | \$ - \$ - | \$ - \$ - | \$ - \$ - |
| 30.04 | Storage or maintenance-of-way building/bases | \$ - | \$ - | \$ - |
| 30.05 | Yard and yard track | \$ - | \$ - | \$ - |
| Total for | Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | Ş - | \$ - | \$ - |
| 40 SITEW | ORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | | | |
| 40.01 | Demolition, clearing, site preparation | \$ 1,243,634 | \$ 310,908 | \$ 1,554,542 |
| 40.02 40.03 | Site utilities, utility relocation Hazardous material, contaminated soil removal/mitigation, ground water treatments | \$ 502,220 | \$ 125,555 \$ - | \$ 627,775 |
| 40.03 | Environmental mitigation: wetlands, historic/archeology, parks | \$ 3,681,187 | \$ 736,237 | \$ 4,417,424 |
| 40.05 | Site structures including retaining walls, sound walls | \$ 57,433,186 | \$ 14,358,297 | \$ 71,791,483 |
| 40.06 | Temporary facilities and other indirect costs during construction | \$ 4,908,249 | | |
| 40.07 40.08 | Purchase or lease of real estate Highway/pedestrian overpass/grade separations | \$ 4,909,109 \$ 25,946,016 | | |
| 40.09 | Relocation of existing households and businesses | \$ - | \$ - | \$ - |
| | Subtotal for Sitework, Land & Existing Improvements | | | |
| Total for | Subtotal for Right of Way Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 4,909,109 \$ 98,623,601 | \$ 981,822 \$ 22,192,847 | \$ 5,890,931 \$ 120,816,448 |
| | | | | |
| | MUNICATIONS & SIGNALING | ć 0.000.000 | ć 1000 (T) | 6 0.070.000 |
| 50.01 50.02 | Wayside signaling equipment Signal power access and distribution | \$ 8,669,828 | \$ 1,300,474 \$ - | \$ 9,970,303 \$ - |
| 50.03 | On-board signaling equipment | \$ - | \$ - | \$ - |
| 50.04 | Traffic control and dispatching systems | \$ - | \$ - | \$ - |
| 50.05 50.06 | Communications Grade crossing protection | \$ 1,346,443 \$ - | \$ 201,966 \$ - | \$ 1,548,409 \$ - |
| 50.07 | Hazard detectors: dragging equipment high water, slide, etc. | \$ - | \$ - | \$ - |
| 50.08 | Station train approach warning system | \$ - | \$ - | \$ - |
| Total for | Category 50 COMMUNICATIONS & SIGNALING | \$ 10,016,271 | \$ 1,502,441 | \$ 11,518,712 |
| 60 ELECT | RIC TRACTION | | | |
| 60.01 | Traction power transmission: High voltage | \$ - | \$ - | \$ - |
| 60.02 | Traction power supply: Substations | \$ 18,051,822 | \$ 2,707,773 | |
| 60.03 60.04 | Traction power distribution: Catenary and third rai Traction power control | \$ 14,858,556 \$ - | \$ 2,228,783 \$ - | \$ 17,087,339 \$ - |
| | Category 60 ELECTRIC TRACTION | \$ 32,910,378 | \$ 4,936,557 | \$ 37,846,934 |
| | | | | |
| 70 VEHIC 70.00 | | ć | \$ - | ć |
| 70.00 | Vehicle acquisition: Electric locomotive Vehicle acquisition: Non-electric locomotive | \$ - | \$ - | \$ - \$ - |
| 70.02 | Vehicle acquisition: Electric multiple unit | \$ - | \$ - | \$ - |
| 70.03 | Vehicle acquisition: Diesel multiple unit | \$ - | \$ - | \$ - |
| 70.04 70.05 | Veh acq: Loco-hauled passenger cars w/ ticketed space Veh acq: Loco-hauled passenger cars w/o ticketed space | \$ - | \$ - | \$ - \$ - |
| 70.03 | ven deg. Loco nadieu passengei cais w/o ticketeu space | · - | Ÿ - | |

| | Detailed Capital Cost Budget | | | |
|------------------|---|---|---|--------------------------------------|
| | Environmental Segment: | FNO-BFD Subsection: P | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ - | \$ - | \$ - |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ - | \$ - | \$ - |
| 70.08 70.09 | Vehicle refurbishment: Electric locomotive Vehicle refurbishment: Non-electric locomotive | \$ - | \$ - \$ - | \$ - \$ - |
| 70.09 | Vehicle refurbishment: Electric multiple unit | \$ - | \$ - | \$ - |
| 70.11 | Vehicle refurbishment: Diesel multiple unit | \$ - | \$ - | \$ - |
| 70.12 | Veh refurb: Passeng. loco-hauled car w/ ticketed space | \$ - | \$ - | \$ - |
| 70.13 | Veh refurb: Non-passeng loco-hauled car w/o ticketed space | \$ - | \$ - | \$ - |
| 70.14 | Vehicle refurbishment: Maintenance of way vehicles | \$ - | \$ - | \$ - |
| 70.15 | Spare parts | \$ - | \$ - | \$ - |
| Total for | Category 70 VEHICLES | \$ - | \$ - | \$ - |
| 00 00 05 | | | | |
| 80 PROF 80.01 | SESSIONAL SERVICES Service Development Plan/Service Environmental | \$ - | \$ - | \$ - |
| 80.01 | Preliminary Engineering/Project Environmental | \$ - | \$ - \$ - | \$ - |
| 80.02 | Final design | \$ 9,538,896 | т | \$ 9,538,896 |
| 80.04 | Project management for design and construction | \$ 6,250,417 | | \$ 6,250,417 |
| 80.05 | Construction administration & management | \$ 8,333,890 | | \$ 8,333,890 |
| 80.06 | Professional liability and other non-construction insurance | \$ - | \$ - | \$ - |
| 80.07 | Legal; Permits; Review Fees by other agencies, cities, etc. | \$ 1,041,736 | \$ - | \$ 1,041,736 |
| 80.08 | Surveys, testing, investigation | \$ - | \$ - | \$ - |
| 80.09 | Engineering inspection | \$ - | \$ - | \$ - |
| 80.10 | Start up | \$ 2,961,939 | | \$ 2,961,939 |
| Total for | Category 80 PROFESSIONAL SERVICES | \$ 28,126,879 | \$ - | \$ 28,126,879 |
| Subtotal | (10-80) | \$ 207,258,294 | \$ 35,106,765 | \$ 242,365,058 |
| | LOCATED CONTINGENCY | 207,230,234 | 33,100,703 | \$ 8,956,571 |
| Subtotal | | | | \$ 251,321,629 |
| 100 FIN. | ANCE CHARGES | | | |
| TOTAL | CAPITAL COSTS (10-100) | | | \$ 251,321,629 |

| | Detailed Capital Cost Budget | | | |
|-------------------|--|---|---|--------------------------------------|
| | Environmental Segment: | FNO-BFD Subsection: A1 | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) |
| 10 Track 10.01 | Structure & Track Track structure: Viaduct | \$ 67,994,629 | \$ 6,799,463 | \$ 74,794,092 |
| 10.01 | Track structure: Major/Movable bridge | \$ 67,994,629 | \$ 6,799,463 | \$ 74,794,092 |
| 10.03 | Track structure: Undergrade Bridges | \$ - | \$ - | \$ - |
| 10.04 10.05 | Track structure: Culverts and drainage structures Track structure: Cut and Fill (> 4' height/depth) | \$ 2,203,311 \$ 44,066,222 | \$ 220,331 \$ 8,813,244 | \$ 2,423,642 \$ 52,879,466 |
| 10.05 | Track structure: Cut and Fin (> 4 height/depth) Track structure: At-grade (grading and subgrade stabilization) | \$ 44,000,222 | \$ 6,613,244 | \$ 52,879,466 |
| 10.07 | Track structure: Tunnel | \$ - | \$ - | \$ - |
| 10.08 | Track structure: Retaining walls and systems | \$ 21,703,390 | \$ 3,255,509 | \$ 24,958,899 |
| 10.09 10.10 | Track new construction: Conventional ballasted Track new construction: Non-ballasted | \$ 43,953,049 \$ 4,728,777 | \$ 6,592,957 \$ 709,317 | \$ 50,546,006 \$ 5,438,094 |
| 10.11 | Track rehabilitation: Ballast and surfacing | \$ - | \$ - | \$ - |
| 10.12 | Track rehabilitation: Ditching and drainage | \$ - | \$ - | \$ - |
| 10.13 10.14 | Track rehabilitation: Component replacement (rail, ties, etc Track: Special track work (switches, turnouts, insulated joints) | \$ - \$ 2.064.443 | \$ - \$ 309,666 | \$ - \$ 2,374,109 |
| 10.15 | Track: Major interlockings | \$ - | \$ - | \$ - |
| 10.16 | Track: Switch heaters (with power and control) | \$ - | \$ - | \$ - |
| 10.17 10.18 | Track: Vibration and noise dampening Other linear structures including foreign count walk | \$ - | \$ - \$ - | \$ - \$ - |
| | Other linear structures including fencing, sound walls Category 10 Track Structure & Track | \$ 186,713,821 | \$ 26,700,487 | \$ 213,414,308 |
| | | | | |
| | ONS, TERMINALS, INTERMODAL | \$ - | \$ - | \$ - |
| 20.01 20.02 | Station buildings: Intercity passenger rail only Station buildings: Joint use (commuter rail, intercity bus) | \$ - | \$ - | \$ - |
| 20.03 | Platforms | \$ - | \$ - | \$ - |
| 20.04 | Elevators, escalators | \$ - | \$ - | \$ - |
| 20.05 20.06 | Joint commercial development Pedestrian / bike access and accommodation, landscaping, parking lots | \$ - \$ - | \$ - \$ - | \$ - \$ - |
| 20.07 | Automobile, bus, van accessways including roads | \$ - | \$ - | \$ - |
| 20.08 | Fare collection systems and equipment | \$ - | \$ - | \$ - |
| 20.09 | Station security Category 20 STATIONS, TERMINALS, INTERMODAL | \$ - \$ - | \$ - \$ - | \$ - \$ - |
| rotur jor | Category 20 3 TATIONS, TERMINALS, INTERMIDUAL | - - | , | . · |
| | ORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | | | |
| 30.01 30.02 | Administration building: Office, sales, storage, revenue counting Light maintenance facility | \$ - | \$ - \$ - | \$ - \$ - |
| 30.02 | Heavy maintenance facility | \$ - | \$ - | \$ - |
| 30.04 | Storage or maintenance-of-way building/bases | \$ - | \$ - | \$ - |
| 30.05 | Yard and yard track | \$ - | \$ - \$ - | \$ - \$ - |
| rotar for | Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ - | \$ - | \$ - |
| 40 SITEV | ORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | | | |
| 40.01 | Demolition, clearing, site preparation | \$ - | \$ - | \$ - |
| 40.02 40.03 | Site utilities, utility relocation Hazardous material, contaminated soil removal/mitigation, ground water treatments | \$ 1,004,440 \$ - | \$ 251,110 \$ - | \$ 1,255,550 \$ - |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | \$ 6,860,547 | \$ 1,372,109 | \$ 8,232,656 |
| 40.05 | Site structures including retaining walls, sound walls | \$ 10,044,404 | \$ 2,511,101 | \$ 12,555,505 |
| 40.06 40.07 | Temporary facilities and other indirect costs during construction | \$ 9,147,396 \$ 13,155,508 | | |
| 40.07 | Purchase or lease of real estate Highway/pedestrian overpass/grade separations | \$ 13,133,308 | \$ 2,631,102 | \$ 37,106,683 |
| 40.09 | Relocation of existing households and businesses | \$ - | \$ - | \$ - |
| | Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way | | \$ 11,233,507 \$ 2,631,102 | |
| Total for | Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 13,155,508 \$ 71,134,531 | \$ 2,631,102 | -//- |
| | | | | |
| | MUNICATIONS & SIGNALING | ć 24.024.050 | ć 2.004.550 | ć 27.625.700 |
| 50.01 50.02 | Wayside signaling equipment Signal power access and distribution | \$ 24,031,050 \$ - | \$ 3,604,658 \$ - | \$ 27,635,708 \$ - |
| 50.03 | On-board signaling equipment | \$ - | \$ - | \$ - |
| 50.04 | Traffic control and dispatching systems | \$ - | \$ - | \$ - |
| 50.05 50.06 | Communications Grade crossing protection | \$ 3,732,073 \$ - | \$ 559,811 \$ - | \$ 4,291,884 \$ - |
| 50.06 | Hazard detectors: dragging equipment high water, slide, etc. | \$ - | \$ - | \$ - |
| 50.08 | Station train approach warning system | \$ - | \$ - | \$ - |
| Total for | Category 50 COMMUNICATIONS & SIGNALING | \$ 27,763,123 | \$ 4,164,468 | \$ 31,927,592 |
| 60 ELECT | RIC TRACTION | | | |
| 60.01 | Traction power transmission: High voltage | \$ - | \$ - | \$ - |
| 60.02 | Traction power supply: Substations Traction power distribution: Category and third rai | \$ 48,211,962 | \$ 7,231,794 | \$ 55,443,756 |
| 60.03 60.04 | Traction power distribution: Catenary and third rai Traction power control | \$ 41,184,979 \$ - | \$ 6,177,747 \$ - | \$ 47,362,726 \$ - |
| | Category 60 ELECTRIC TRACTION | \$ 89,396,941 | \$ 13,409,541 | \$ 102,806,482 |
| | | | | |
| 70 VEHIO | | \$ - | \$ - | \$ - |
| 70.00 70.01 | Vehicle acquisition: Electric locomotive Vehicle acquisition: Non-electric locomotive | \$ - | \$ - | \$ - |
| 70.02 | Vehicle acquisition: Electric multiple unit | \$ - | \$ - | \$ - |
| 70.03 | Vehicle acquisition: Diesel multiple unit | \$ - | \$ - | \$ - |
| 70.04 70.05 | Veh acq: Loco-hauled passenger cars w/ ticketed space Veh acq: Loco-hauled passenger cars w/o ticketed space | \$ - | \$ - \$ - | \$ - \$ - |
| . 0.05 | ren deg. 2000 nadica passenger cars w/o tienetea space | Υ | Υ . | Ÿ |

| | Detailed Capital Cost Budget | | | |
|----------------|---|---|---|--------------------------------------|
| | Environmental Segment: | FNO-BFD Subsection: A1 | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ - | \$ - | \$ - |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ - | \$ - | \$ - |
| 70.08 | Vehicle refurbishment: Electric locomotive | \$ - | \$ - | \$ - |
| 70.09 | Vehicle refurbishment: Non-electric locomotive | \$ - | \$ - | \$ - |
| 70.10 | Vehicle refurbishment: Electric multiple unit | \$ - | \$ - | \$ - |
| 70.11 70.12 | Vehicle refurbishment: Diesel multiple unit | \$ - | \$ - | \$ - \$ - |
| | Veh refurb: Passeng. loco-hauled car w/ ticketed space Veh refurb: Non-passeng loco-hauled car w/o ticketed space | \$ - | \$ - \$ - | \$ - \$ - |
| 70.13 70.14 | Vehicle refurbishment: Maintenance of way vehicles | \$ - | \$ - | \$ - |
| 70.14 | Spare parts | \$ - | \$ - | \$ - |
| | Category 70 VEHICLES | \$ - | \$ - | \$. |
| Total joi | Category 70 VERICEES | , | ý · | - |
| 80 PROF | ESSIONAL SERVICES | | | |
| 80.01 | Service Development Plan/Service Environmental | \$ - | \$ - | \$ - |
| 80.02 | Preliminary Engineering/Project Environmental | \$ - | \$ - | \$ - |
| 80.03 | Final design | \$ 16,957,610 | \$ - | \$ 16,957,610 |
| 80.04 | Project management for design and construction | \$ 12,520,827 | \$ - | \$ 12,520,827 |
| 80.05 | Construction administration & management | \$ 16,694,436 | \$ - | \$ 16,694,436 |
| 80.06 | Professional liability and other non-construction insurance | \$ - | \$ - | \$ - |
| 80.07 | Legal; Permits; Review Fees by other agencies, cities, etc. | \$ 2,086,805 | \$ - | \$ 2,086,805 |
| 80.08 | Surveys, testing, investigation | \$ - | \$ - | \$ - |
| 80.09 | Engineering inspection | \$ - | \$ - | \$ - |
| 80.10 | Start up | \$ 8,084,044 | | \$ 8,084,044 |
| Total fo | Category 80 PROFESSIONAL SERVICES | \$ 56,343,723 | \$ - | \$ 56,343,723 |
| Subtota | (10.80) | \$ 431,352,139 | \$ 58,139,106 | \$ 489,491,245 |
| | LOCATED CONTINGENCY | 7 431,332,139 | 30,139,100 | \$ 489,491,245 |
| Subtota | | | | \$ 508,241,665 |
| | ANCE CHARGES | | | 9 300,E41,003 |
| | CAPITAL COSTS (10-100) | | | \$ 508.241.665 |

| | Detailed Capital Cost Budget | | | |
|-------------------|--|---|---|--------------------------------------|
| | Environmental Segment: | FNO-BFD Subsection: A2 | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) |
| 10 Track 10.01 | Structure & Track Track structure: Viaduct | \$ 69,456,651 | \$ 6,945,665 | \$ 76,402,316 |
| 10.01 | Track structure: Major/Movable bridge | \$ 69,456,651 | \$ 6,945,665 | \$ 76,402,316 |
| 10.03 | Track structure: Undergrade Bridges | \$ - | \$ - | \$ - |
| 10.04 10.05 | Track structure: Culverts and drainage structures Track structure: Cut and Fill (> 4' height/depth) | \$ 2,078,982 \$ 41,579,646 | \$ 207,898 \$ 8,315,929 | \$ 2,286,881 \$ 49,895,575 |
| 10.05 | Track structure: Cut and Fili (2.4 Height/depth) Track structure: At-grade (grading and subgrade stabilization) | \$ 41,579,646 | \$ 6,515,929 | \$ 49,895,575 |
| 10.07 | Track structure: Tunnel | \$ - | \$ - | \$ - |
| 10.08 10.09 | Track structure: Retaining walls and systems | \$ 45,533,976 \$ 43,730,689 | \$ 6,830,096 \$ 6,559,603 | \$ 52,364,072 \$ 50,290,292 |
| 10.09 | Track new construction: Conventional ballasted Track new construction: Non-ballasted | \$ 43,730,689 \$ 4,950,439 | \$ 6,559,603 \$ 742,566 | \$ 50,290,292 \$ 5,693,005 |
| 10.11 | Track rehabilitation: Ballast and surfacing | \$ - | \$ - | \$ - |
| 10.12 | Track rehabilitation: Ditching and drainage | \$ - | \$ - | \$ - |
| 10.13 10.14 | Track rehabilitation: Component replacement (rail, ties, etc Track: Special track work (switches, turnouts, insulated joints] | \$ - | \$ - \$ 309,666 | \$ - \$ 2,374,109 |
| 10.15 | Track: Major interlockings | \$ - | \$ - | \$ - |
| 10.16 | Track: Switch heaters (with power and control) | \$ - | \$ - | \$ - |
| 10.17 10.18 | Track: Vibration and noise dampening Other linear structures including forcing, count walk | \$ - | \$ - \$ - | \$ - \$ - |
| | Other linear structures including fencing, sound walls Category 10 Track Structure & Track | \$ 209,394,825 | \$ 29,911,424 | \$ 239,306,250 |
| | | | | |
| | ONS, TERMINALS, INTERMODAL | \$ - | \$ - | \$ - |
| 20.01 20.02 | Station buildings: Intercity passenger rail only Station buildings: Joint use (commuter rail, intercity bus) | \$ - | \$ - | \$ - |
| 20.03 | Platforms | \$ - | \$ - | \$ - |
| 20.04 | Elevators, escalators | \$ - | \$ - | \$ - |
| 20.05 20.06 | Joint commercial development Pedestrian / bike access and accommodation, landscaping, parking lots | \$ - \$ - | \$ - \$ - | \$ - \$ - |
| 20.07 | Automobile, bus, van accessways including roads | \$ - | \$ - | \$ - |
| 20.08 | Fare collection systems and equipment | \$ - | \$ - | \$ - |
| 20.09 | Station security Category 20 STATIONS, TERMINALS, INTERMODAL | \$ - \$ - | \$ - \$ - | \$ - \$ - |
| rotur jor | Category 20 STATIONS, TERMINALS, INTERMIODAL | , · | · - | . · |
| | ORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | | | |
| 30.01 30.02 | Administration building: Office, sales, storage, revenue counting Light maintenance facility | \$ - | \$ - \$ - | \$ - \$ - |
| 30.02 | Heavy maintenance facility | \$ - | \$ - | \$ - |
| 30.04 | Storage or maintenance-of-way building/bases | \$ - | \$ - | \$ - |
| 30.05 | Yard and yard track | \$ - | \$ - | \$ - \$ - |
| rotar for | Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ - | \$ - | \$ - |
| 40 SITEV | ORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | | | |
| 40.01 | Demolition, clearing, site preparation | \$ 1,572,948 | \$ 393,237 | |
| 40.02 40.03 | Site utilities, utility relocation Hazardous material, contaminated soil removal/mitigation, ground water treatments | \$ 3,013,319 \$ - | \$ 753,330 \$ - | \$ 3,766,649 \$ - |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | \$ 10,724,307 | \$ 2,144,861 | \$ 12,869,168 |
| 40.05 | Site structures including retaining walls, sound walls | \$ 106,229,101 | \$ 26,557,275 | |
| 40.06 40.07 | Temporary facilities and other indirect costs during construction | \$ 14,299,076 \$ 11,918,289 | | |
| 40.07 | Purchase or lease of real estate Highway/pedestrian overpass/grade separations | \$ 37,266,706 | \$ 2,363,656 | \$ 14,301,947 |
| 40.09 | Relocation of existing households and businesses | \$ - | \$ - | \$ - |
| | Subtotal for Sitework, Land & Existing Improvements | | \$ 38,731,952 \$ 2,383,658 | \$ 211,837,410 \$ 14,301,947 |
| Total for | Subtotal for Right of Way Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 11,918,289 | | |
| | | | | |
| | MUNICATIONS & SIGNALING Wasside signaling equipment | ć 22.002.21C | ¢ 2.500.007 | ¢ 27.502.222 |
| 50.01 50.02 | Wayside signaling equipment Signal power access and distribution | \$ 23,993,246 \$ - | \$ 3,598,987 \$ - | \$ 27,592,233 \$ - |
| 50.03 | On-board signaling equipment | \$ - | \$ - | \$ - |
| 50.04 | Traffic control and dispatching systems | \$ - | \$ - | \$ - |
| 50.05 50.06 | Communications Grade crossing protection | \$ 3,726,202 \$ - | \$ 558,930 \$ - | \$ 4,285,132 \$ - |
| 50.06 | Hazard detectors: dragging equipment high water, slide, etc. | \$ - | \$ - | \$ - |
| 50.08 | Station train approach warning system | \$ - | \$ - | \$ - |
| Total for | Category 50 COMMUNICATIONS & SIGNALING | \$ 27,719,448 | \$ 4,157,917 | \$ 31,877,365 |
| 60 ELECT | RIC TRACTION | | | |
| 60.01 | Traction power transmission: High voltage | \$ - | \$ - | \$ - |
| 60.02 | Traction power supply: Substations Traction power distribution: Catanary and third rai | \$ 48,137,807 | \$ 7,220,671 | \$ 55,358,478 |
| 60.03 60.04 | Traction power distribution: Catenary and third rai Traction power control | \$ 41,120,189 \$ - | \$ 6,168,028 \$ - | \$ 47,288,217 \$ - |
| | Category 60 ELECTRIC TRACTION | \$ 89,257,996 | \$ 13,388,699 | \$ 102,646,695 |
| | | | | |
| 70 VEHIO | | ć | ć | ć |
| 70.00 70.01 | Vehicle acquisition: Electric locomotive Vehicle acquisition: Non-electric locomotive | \$ - | \$ - \$ - | \$ - \$ - |
| 70.02 | Vehicle acquisition: Electric multiple unit | \$ - | \$ - | \$ - |
| 70.03 | Vehicle acquisition: Diesel multiple unit | \$ - | \$ - | \$ - |
| 70.04 70.05 | Veh acq: Loco-hauled passenger cars w/ ticketed space Veh acq: Loco-hauled passenger cars w/o ticketed space | \$ - | \$ - \$ - | \$ - \$ - |
| , 0.03 | remade, 2000 hadred passenger cars w/o ticketed space | · - | Ÿ - | ¥ |

| | Detailed Capital Cost Budget | | | |
|----------------|---|---|---|--------------------------------------|
| | Environmental Segment: | FNO-BFD Subsection: A2 | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ - | \$ - | \$ - |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ - | \$ - | \$ - |
| 70.08 | Vehicle refurbishment: Electric locomotive | \$ - | \$ - | \$ - |
| 70.09 | Vehicle refurbishment: Non-electric locomotive | Ş - | \$ - | \$ - |
| 70.10 | Vehicle refurbishment: Electric multiple unit | \$ - | \$ - \$ - | \$ - \$ - |
| 70.11 70.12 | Vehicle refurbishment: Diesel multiple unit Veh refurb: Passeng, loco-hauled car w/ ticketed space | 5 - | \$ - | \$ - |
| 70.12 | Veh refurb: Non-passeng loco-hauled car w/ ticketed space Veh refurb: Non-passeng loco-hauled car w/o ticketed space | \$ - | \$ - | \$ - \$ - |
| 70.13 | Vehicle refurbishment: Maintenance of way vehicles | \$ - | \$ - | \$ - |
| 70.14 | Spare parts | \$ - | \$ - | \$ - |
| | Category 70 VEHICLES | \$ - | \$ - | \$ - |
| rotur jo | Cutcyofy 70 VERICEES | Ÿ | 7 | Ş |
| 80 PROF | ESSIONAL SERVICES | | | |
| 80.01 | Service Development Plan/Service Environmental | \$ - | \$ - | \$ - |
| 80.02 | Preliminary Engineering/Project Environmental | \$ - | \$ - | \$ - |
| 80.03 | Final design | \$ 27,068,620 | \$ - | \$ 27,068,620 |
| 80.04 | Project management for design and construction | \$ 17,570,032 | | \$ 17,570,032 |
| 80.05 | Construction administration & management | \$ 23,426,709 | • | \$ 23,426,709 |
| 80.06 | Professional liability and other non-construction insurance | \$ - | \$ - | \$ - |
| 80.07 | Legal; Permits; Review Fees by other agencies, cities, etc. | \$ 2,928,339 | | \$ 2,928,339 |
| 80.08 | Surveys, testing, investigation | \$ - | \$ - | \$ - |
| 80.09 | Engineering inspection | \$ - | \$ - | \$ - |
| 80.10 | Start up | \$ 8,071,444 | | \$ 8,071,444 |
| Total fo | Category 80 PROFESSIONAL SERVICES | \$ 79,065,142 | \$ - | \$ 79,065,142 |
| Subtota | (10-80) | \$ 590,461,158 | \$ 88,573,651 | \$ 679,034,809 |
| | LOCATED CONTINGENCY | 330,401,130 | 00,37 3,031 | \$ 25,569,801 |
| Subtota | | | | \$ 704,604,609 |
| | ANCE CHARGES | | | |
| | CAPITAL COSTS (10-100) | | | \$ 704.604.609 |

| | Detailed Capital Cost Budget | | | |
|--------------------|--|---|---|--------------------------------------|
| | Environmental Segment: | FNO-BFD Subsection: L1 | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) |
| 10 Track 10.01 | Structure & Track Track structure: Viaduct | \$ 1,321,747 | \$ 132,175 | \$ 1,453,921 |
| 10.01 | Track structure: Major/Movable bridge | \$ 1,321,747 | \$ 132,175 | \$ 1,455,921 |
| 10.03 | Track structure: Undergrade Bridges | \$ - | \$ - | \$ - |
| 10.04 10.05 | Track structure: Culverts and drainage structures Track structure: Culverts and Fill (2. 4) beight (doubt) | \$ 233,277 \$ 4,665,534 | \$ 23,328 \$ 933,107 | \$ 256,604 \$ 5.598.640 |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) Track structure: At-grade (grading and subgrade stabilization) | \$ 4,005,534 | \$ 933,107 \$ - | \$ 5,598,640 \$ - |
| 10.07 | Track structure: Tunnel | \$ - | \$ - | \$ - |
| 10.08 | Track structure: Retaining walls and systems | \$ 35,131,864 | \$ 5,269,780 | \$ 40,401,643 |
| 10.09 10.10 | Track new construction: Conventional ballasted Track new construction: Non-ballasted | \$ 7,782,580 \$ 110,831 | \$ 1,167,387 \$ 16,625 | \$ 8,949,967 \$ 127,455 |
| 10.11 | Track rehabilitation: Ballast and surfacing | \$ - | \$ - | \$ - |
| 10.12 | Track rehabilitation: Ditching and drainage | \$ - | \$ - | \$ - |
| 10.13 10.14 | Track rehabilitation: Component replacement (rail, ties, etc Track: Special track work (switches, turnouts, insulated joints) | \$ - | \$ - \$ - | \$ - \$ - |
| 10.14 | Track: Major interlockings | \$ - | \$ - | \$ - |
| 10.16 | Track: Switch heaters (with power and control) | \$ - | \$ - | \$ - |
| 10.17 | Track: Vibration and noise dampening | \$ - | \$ - | \$ - |
| 10.18 Total for | Other linear structures including fencing, sound walls Category 10 Track Structure & Track | \$ - \$ 49,245,832 | \$ - \$ 7,542,400 | \$ - \$ 56,788,232 |
| | | +,=,== | + ., | + |
| | ONS, TERMINALS, INTERMODAL | A | ^ | <u> </u> |
| 20.01 20.02 | Station buildings: Intercity passenger rail only Station buildings: Joint use (commuter rail, intercity bus) | \$ - | \$ - \$ - | \$ - \$ - |
| 20.03 | Platforms | \$ - | \$ - | \$ - |
| 20.04 | Elevators, escalators | \$ - | \$ - | \$ - |
| 20.05 20.06 | Joint commercial development Pedestrian / bike access and accommodation, landscaping, parking lots | \$ - \$ - | \$ - \$ - | \$ - \$ - |
| 20.00 | Automobile, bus, van accessways including roads | \$ - | \$ - | \$ - |
| 20.08 | Fare collection systems and equipment | \$ - | \$ - | \$ - |
| 20.09 | Station security Station security | \$ - | \$ - | \$ - |
| Total for | Category 20 STATIONS, TERMINALS, INTERMODAL | \$ - | \$ - | \$ - |
| 30 SUPP | DRT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | | | |
| 30.01 | Administration building: Office, sales, storage, revenue counting | \$ - | \$ - | \$ - |
| 30.02 30.03 | Light maintenance facility Heavy maintenance facility | \$ - | \$ - \$ - | \$ - \$ - |
| 30.04 | Storage or maintenance-of-way building/bases | \$ - | \$ - | \$ - |
| 30.05 | Yard and yard track | \$ - | \$ - | \$ - |
| Total for | Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ - | \$ - | \$ - |
| 40 SITEW | ORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | | | |
| 40.01 | Demolition, clearing, site preparation | \$ - | \$ - | \$ - |
| 40.02 | Site utilities, utility relocation | \$ 502,220 | \$ 125,555 | \$ 627,775 |
| 40.03 40.04 | Hazardous material, contaminated soil removal/mitigation, ground water treatments Environmental mitigation: wetlands, historic/archeology, parks | \$ - \$ 1,835,754 | \$ - \$ 367,151 | \$ - \$ 2,202,905 |
| 40.05 | Site structures including retaining walls, sound walls | \$ 5,481,497 | \$ 1,370,374 | |
| 40.06 | Temporary facilities and other indirect costs during construction | \$ 2,447,673 | | |
| 40.07 40.08 | Purchase or lease of real estate Highway/pedestrian overpass/grade separations | \$ 1,182,027 \$ 5,962,268 | \$ 236,405 \$ 1,192,454 | \$ 1,418,432 \$ 7,154,722 |
| 40.09 | Relocation of existing households and businesses | \$ 3,302,208 | \$ 1,152,454 | \$ 7,134,722 |
| | Subtotal for Sitework, Land & Existing Improvements | | \$ 3,300,301 | |
| Total for | Subtotal for Right of Way Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 1,182,027 \$ 17,411,439 | \$ 236,405 \$ 3,536,706 | \$ 1,418,432 \$ 20,948,145 |
| Total joi | Category 40 STEWORK, RIGHT OF WAT, DAND, DAISTING INFROVENIENTS | 7 17,411,439 | 3,550,700 | Ç 20,948,143 |
| | MUNICATIONS & SIGNALING | * | | |
| 50.01 50.02 | Wayside signaling equipment Signal power access and distribution | \$ 4,007,275 \$ - | \$ 601,091 \$ - | \$ 4,608,367 \$ - |
| 50.02 | On-board signaling equipment | \$ - | \$ - | \$ - |
| 50.04 | Traffic control and dispatching systems | \$ - | \$ - | \$ - |
| 50.05 | Communications | \$ 622,338 | \$ 93,351 | \$ 715,689 |
| 50.06 50.07 | Grade crossing protection Hazard detectors: dragging equipment high water, slide, etc. | \$ - | \$ - \$ - | \$ - \$ - |
| 50.08 | Station train approach warning system | \$ - | \$ - | \$ - |
| Total for | Category 50 COMMUNICATIONS & SIGNALING | \$ 4,629,614 | \$ 694,442 | \$ 5,324,056 |
| 60 ELECT | RIC TRACTION | | | |
| 60.01 | Traction power transmission: High voltage | \$ - | \$ - | \$ - |
| 60.02 | Traction power supply: Substations | \$ 8,119,218 | \$ 1,217,883 | \$ 9,337,101 |
| 60.03 60.04 | Traction power distribution: Catenary and third rai Traction power control | \$ 6,867,763 \$ - | \$ 1,030,164 \$ - | \$ 7,897,927 \$ - |
| | Category 60 ELECTRIC TRACTION | \$ 14,986,981 | \$ 2,248,047 | \$ 17,235,028 |
| | | | | |
| 70 VEHIC | | | <u></u> | Ć |
| 70.00 70.01 | Vehicle acquisition: Electric locomotive Vehicle acquisition: Non-electric locomotive | \$ - | \$ - \$ - | \$ - \$ - |
| 70.01 | Vehicle acquisition: Electric multiple unit | \$ - | \$ - | \$ - |
| 70.03 | Vehicle acquisition: Diesel multiple unit | \$ - | \$ - | \$ - |
| 70.04 | Veh acq: Loco-hauled passenger cars w/ ticketed space | \$ - | \$ - \$ - | \$ - \$ - |
| 70.05 | Veh acq: Loco-hauled passenger cars w/o ticketed space | ٠ - | ٠ - | ٠ - |

| | Detailed Capital Cost Budget | | | | | |
|----------------|---|-----|--|---|-----------------------------------|-----|
| | Environmental Segment: | | | FNO-BFD Subsection: L1 | | |
| | | Tot | al Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr F Dollars) | Y10 |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ | - | \$ - | \$ | - |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ | - | \$ - | \$ | _ |
| 70.08 70.09 | Vehicle refurbishment: Electric locomotive Vehicle refurbishment: Non-electric locomotive | \$ | - | \$ - \$ - | \$ | - |
| 70.09 | Vehicle refurbishment: Non-electric locomotive Vehicle refurbishment: Electric multiple unit | \$ | - | \$ - | \$ | ÷ |
| 70.10 | Vehicle refurbishment: Diesel multiple unit | \$ | - | \$ - | \$ | - |
| 70.12 | Veh refurb: Passeng. loco-hauled car w/ ticketed space | Ś | - | \$ - | Ś | _ |
| 70.13 | Veh refurb: Non-passeng loco-hauled car w/o ticketed space | \$ | - | \$ - | \$ | - |
| 70.14 | Vehicle refurbishment: Maintenance of way vehicles | \$ | - | \$ - | \$ | - |
| 70.15 | Spare parts | \$ | - | \$ - | \$ | - |
| Total for | Category 70 VEHICLES | \$ | - | \$ - | \$ | - |
| SO DROE | ESSIONAL SERVICES | | | | | |
| 80.01 | Service Development Plan/Service Environmental | Ś | | \$ - | Ś | |
| 80.02 | Preliminary Engineering/Project Environmental | Ś | - | \$ - | \$ | - |
| 80.03 | Final design | Ś | 4,579,077 | | \$ 4,579,0 | 077 |
| 80.04 | Project management for design and construction | \$ | 2,966,311 | \$ - | \$ 2,966,3 | |
| 80.05 | Construction administration & management | \$ | 3,955,081 | \$ - | \$ 3,955,0 | 081 |
| 80.06 | Professional liability and other non-construction insurance | \$ | - | \$ - | \$ | - |
| 80.07 | Legal; Permits; Review Fees by other agencies, cities, etc. | \$ | 494,385 | \$ - | \$ 494,3 | 385 |
| 80.08 | Surveys, testing, investigation | \$ | - | \$ - | \$ | - |
| 80.09 | Engineering inspection | \$ | - | \$ - | \$ | - |
| 80.10 | Start up | \$ | 1,353,545 | | \$ 1,353,5 | |
| Total for | Category 80 PROFESSIONAL SERVICES | \$ | 13,348,399 | \$ - | \$ 13,348,3 | 899 |
| Subtotal | (10-80) | \$ | 99,622,263 | \$ 14,021,596 | \$ 113,643,8 | 859 |
| 90 UNAL | LOCATED CONTINGENCY | | | | \$ 4,313,6 | 693 |
| Subtotal | | | | | \$ 117,957,5 | 552 |
| | ANCE CHARGES | | | | | |
| TOTAL | CAPITAL COSTS (10-100) | | | | \$ 117,957,5 | 552 |

| | Detailed Capital Cost Budget | | | |
|-------------------|--|---|---|--------------------------------------|
| | Environmental Segment: | FNO-BFD Subsection: L2 | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) |
| 10 Track 10.01 | Structure & Track Track structure: Viaduct | \$ 93,304,543 | \$ 9,330,454 | \$ 102,634,997 |
| 10.02 | Track structure: Major/Movable bridge | \$ - | \$ - | \$ - |
| 10.03 | Track structure: Undergrade Bridges | \$ - | \$ - \$ 76,264 | \$ - \$ 838.899 |
| 10.04 10.05 | Track structure: Culverts and drainage structures Track structure: Cut and Fill (> 4' height/depth) | \$ 762,635 \$ 15,252,706 | \$ 76,264 \$ 3,050,541 | \$ 838,899 \$ 18,303,247 |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | \$ - | \$ - | \$ - |
| 10.07 10.08 | Track structure: Tunnel Track structure: Patrining walls and systems | \$ - | \$ - \$ 5,787,142 | \$ - \$ 44,368,089 |
| 10.08 | Track structure: Retaining walls and systems Track new construction: Conventional ballasted | \$ 38,580,947 | \$ 2,516,368 | \$ 44,366,089 |
| 10.10 | Track new construction: Non-ballasted | \$ 5,984,859 | \$ 897,729 | \$ 6,882,588 |
| 10.11 | Track rehabilitation: Ballast and surfacing | \$ - | \$ - \$ - | \$ - \$ - |
| 10.12 10.13 | Track rehabilitation: Ditching and drainage Track rehabilitation: Component replacement (rail, ties, etc) | \$ - | \$ - | \$ - |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | \$ - | \$ - | \$ - |
| 10.15 | Track: Major interlockings | \$ - | \$ - \$ - | \$ - \$ - |
| 10.16 10.17 | Track: Switch heaters (with power and control) Track: Vibration and noise dampening | \$ - | \$ - | \$ - |
| 10.18 | Other linear structures including fencing, sound walls | \$ - | \$ - | \$ - |
| Total for | Category 10 Track Structure & Track | \$ 170,661,474 | \$ 21,658,498 | \$ 192,319,972 |
| 20 STATIO | ONS, TERMINALS, INTERMODAL | | | |
| 20.01 | Station buildings: Intercity passenger rail only | \$ - | \$ - | \$ - |
| 20.02 | Station buildings: Joint use (commuter rail, intercity bus) | \$ - | \$ - | \$ - |
| 20.03 20.04 | Platforms Elevators, escalators | \$ - | \$ - \$ - | \$ - \$ - |
| 20.05 | Joint commercial development | \$ - | \$ - | \$ - |
| 20.06 | Pedestrian / bike access and accommodation, landscaping, parking lots | \$ - | \$ - | \$ - |
| 20.07 20.08 | Automobile, bus, van accessways including roads Fare collection systems and equipment | \$ - | \$ - \$ - | \$ - \$ - |
| 20.09 | Station security | \$ - | \$ - | \$ - |
| Total for | Category 20 STATIONS, TERMINALS, INTERMODAL | \$ - | \$ - | \$ - |
| 30 SUPPO | ORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | | | |
| 30.01 | Administration building: Office, sales, storage, revenue counting | \$ - | \$ - | \$ - |
| 30.02 | Light maintenance facility | \$ - | \$ - | \$ - |
| 30.03 30.04 | Heavy maintenance facility Storage or maintenance-of-way building/bases | \$ - \$ - | \$ - | \$ - \$ - |
| 30.05 | Yard and yard track | \$ - | \$ - | \$ - |
| Total for | Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ - | \$ - | \$ - |
| 40 SITEW | ORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | | | |
| 40.01 | Demolition, clearing, site preparation | \$ - | \$ - | \$ - |
| 40.02 40.03 | Site utilities, utility relocation | \$ 1,004,440 | \$ 251,110 \$ - | \$ 1,255,550 \$ - |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatments Environmental mitigation: wetlands, historic/archeology, parks | \$ 5,323,627 | \$ 1,064,725 | \$ 6,388,352 |
| 40.05 | Site structures including retaining walls, sound walls | \$ - | \$ - | \$ - |
| 40.06 | Temporary facilities and other indirect costs during construction | \$ 7,098,169 \$ 3,239,608 | | |
| 40.07 40.08 | Purchase or lease of real estate Highway/pedestrian overpass/grade separations | | | |
| 40.09 | Relocation of existing households and businesses | \$ - | \$ - | \$ - |
| | Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way | | | \$ 22,397,857 \$ 3,887,530 |
| Total for | Subtotal for Right of Way Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 3,239,608 | \$ 647,922 \$ 3,831,235 | \$ 3,887,330 |
| | | | | |
| 50 COMI 50.01 | MUNICATIONS & SIGNALING Wayside signaling equipment | \$ 10,597,857 | \$ 1,589,679 | \$ 12,187,536 |
| 50.01 | Signal power access and distribution | \$ - | \$ - | \$ - |
| 50.03 | On-board signaling equipment | \$ - | \$ - | \$ - |
| 50.04 50.05 | Traffic control and dispatching systems Communications | \$ - \$ 1,645,870 | \$ - \$ 246,880 | \$ - \$ 1,892,750 |
| 50.06 | Grade crossing protection | \$ 1,043,870 | \$ 240,880 | \$ 1,832,730 |
| 50.07 | Hazard detectors: dragging equipment high water, slide, etc. | \$ - | \$ - | \$ - |
| 50.08 | Station train approach warning system Category 50 COMMUNICATIONS & SIGNALING | \$ - \$ 12,243,727 | \$ - \$ 1,836,559 | \$ - \$ 14,080,286 |
| rotai jor | CUREGOTY SO COMMIDINICATIONS & SIGNALING | \$ 12,243,727 | 7 1,030,559 | \$ 14,080,286 |
| | RIC TRACTION | | - | - |
| 60.01 60.02 | Traction power transmission: High voltage Traction power supply: Substations | \$ - \$ 21,046,914 | \$ - \$ 3,157,037 | \$ - \$ 24,203,951 |
| 60.02 | Traction power supply. Substations Traction power distribution: Catenary and third rai | \$ 21,046,914 | | \$ 24,203,951 |
| 60.04 | Traction power control | \$ - | \$ - | \$ - |
| Total for | Category 60 ELECTRIC TRACTION | \$ 39,209,770 | \$ 5,881,466 | \$ 45,091,236 |
| 70 VEHIC | LES | | | |
| 70.00 | Vehicle acquisition: Electric locomotive | \$ - | \$ - | \$ - |
| 70.01 70.02 | Vehicle acquisition: Non-electric locomotive Vehicle acquisition: Electric multiple unit | \$ - | \$ - \$ - | \$ - \$ - |
| 70.02 | Vehicle acquisition: Diesel multiple unit | \$ - | \$ - | \$ - |
| 70.04 | Veh acq: Loco-hauled passenger cars w/ ticketed space | \$ - | \$ - | \$ - |
| 70.05 | Veh acq: Loco-hauled passenger cars w/o ticketed space | \$ - | \$ - | \$ - |

| | Detailed Capital Cost Budget | | | |
|----------------|---|---|---|--------------------------------------|
| | Environmental Segment: | FNO-BFD Subsection: L2 | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ - | \$ - | \$ - |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ - | \$ - | \$ - |
| 70.08 | Vehicle refurbishment: Electric locomotive | \$ - | \$ - | \$ - |
| 70.09 | Vehicle refurbishment: Non-electric locomotive | \$ - | \$ - | \$ - |
| 70.10 70.11 | Vehicle refurbishment: Electric multiple unit Vehicle refurbishment: Diesel multiple unit | \$ - | \$ - \$ - | \$ - |
| 70.11 | Veh refurb: Passeng, loco-hauled car w/ ticketed space | \$ - \$ | \$ - | \$ - |
| 70.12 | Veh refurb: Non-passeng loco-hauled car w/o ticketed space | ÷ - | \$ - | \$ - |
| 70.13 | Vehicle refurbishment: Maintenance of way vehicles | \$ - | \$ - | \$ - |
| 70.15 | Spare parts | \$ - | \$ - | \$ - |
| | Category 70 VEHICLES | \$ - | \$ - | \$ - |
| | | | | |
| | ESSIONAL SERVICES | | | |
| 80.01 | Service Development Plan/Service Environmental | \$ - | \$ - | \$ - |
| 80.02 | Preliminary Engineering/Project Environmental | \$ - | \$ - | \$ - |
| 80.03 | Final design | \$ 12,883,070 | | \$ 12,883,070 |
| 80.04 | Project management for design and construction | \$ 8,216,681 | | \$ 8,216,681 |
| 80.05 | Construction administration & management | \$ 10,955,574 | \$ - | \$ 10,955,574 |
| 80.06 80.07 | Professional liability and other non-construction insurance Legal; Permits; Review Fees by other agencies, cities, etc. | \$ 1,369,447 | \$ - \$ - | \$ - \$ 1,369,447 |
| 80.07 | Surveys, testing, investigation | \$ 1,369,447 | \$ - | \$ 1,309,447 |
| 80.08 | Engineering inspection | \$ - | \$ - | \$ - |
| 80.10 | Start up | \$ 3,550,291 | | \$ 3,550,291 |
| | Category 80 PROFESSIONAL SERVICES | \$ 36,975,062 | | \$ 36,975,062 |
| | | | | |
| Subtota | | \$ 281,544,185 | \$ 33,207,757 | \$ 314,751,942 |
| | LOCATED CONTINGENCY | | | \$ 12,228,456 |
| Subtota | | | | \$ 326,980,398 |
| | ANCE CHARGES | | | |
| TOTAL | CAPITAL COSTS (10-100) | | | \$ 326,980,398 |

| Total Allocard Contingency TOTAL COST (State very PS) Collegis Total Allocard Contingency TOTAL COST (State very PS) Collegis Total Allocard Contingency TOTAL COST (State very PS) Collegis Total Allocard Contingency TOTAL COST (State very PS) Collegis Total Allocard Contingency Total Cost (State very PS) Collegis Total Allocard Contingency Total Cost (State very PS) Collegis Total Cost (State very PS) Cost (| | Detailed Capital Cost Budget | | | | | |
|---|-----------|---|-----------------------|--|---------------|--|--|
| Price Pric | | Environmental Segment: | Subsection: | | | | |
| Table | | | · | | · · | | |
| Section Sect | | | \$ 1.071.855 | \$ 107.186 | \$ 1,179,041 | | |
| 10.001 Tesk-demotrate Colorest and eff of the Septidipsis 5 | 10.02 | Track structure: Major/Movable bridge | | \$ - | \$ - | | |
| Track structure. Can sort #1; of *1 logicy/depth S | | ŭ ŭ | \$ - | | · · | | |
| Section Sect | | | | • | | | |
| 19.08 Track servicture: Relatining will and options \$ 2,747.522 \$ 4,282/00 \$ 8,079,500 \$ 8,079,500 \$ 8,079,500 \$ 8,079,500 \$ 9,079,500 \$ | | | \$ - | | | | |
| 19.99 Tark new contractation Conventional builbanted \$ | | | \$ - \$ 27.471.532 | | T | | |
| 1.11 Track residuation on Deling and General (rail, Iss. etc.) | | | T/ | | | | |
| 10.12 Track rehabilitation. Componer representer [ral], ties, etc. 5 | | | \$ 73,887 | | | | |
| 10.13 Track residentiation Component residencement full, likes, etc. \$ \$ \$ \$ \$ \$ \$ \$ \$ | | | \$ - | | | | |
| 10.15 Track: Marior Interfookings \$ \$ \$ \$ \$ \$ \$ \$ \$ | 10.13 | Track rehabilitation: Component replacement (rail, ties, etc) | \$ - | | | | |
| 10.15 Track Switch heaters (with power and control) S S S S S | | | \$ - | | т | | |
| Die Description | | | \$ - | | | | |
| Total forcetagory to Trads Structure & Trads | 10.17 | Track: Vibration and noise dampening | т | • | | | |
| | | | т | · - | T | | |
| Sation buildings: Interest (protective) Sation buildings: Interest (| Total joi | category 10 mack structure & mack | 7 42,130,808 | ÿ 0,324,180 | \$ 48,033,048 | | |
| Sation buildings: John Lose (commuter rail, intercity bus) S | | | | | | | |
| Part | | | \$ - | | т | | |
| District Commercial development S | | | \$ - | | | | |
| December | 20.04 | | \$ - | | | | |
| 20.07 Automobile, but, van accessways including roads \$ \$ \$ \$ \$ \$ \$ \$ \$ | | | \$ - | | | | |
| 20.08 Fare Collection Systems and equipment | | | \$ - | | | | |
| Tatal for Category 20 STATIONS, TRANMALS, INTERMODAL | | Fare collection systems and equipment | \$ - | | | | |
| SUPPORT FACULITIES VARIOS, SHOPS, ADMINI, BIDGS | | | \$ - | \$ - | \$ - | | |
| 30.01 Light maintenance facility S | Total jor | Category 20 STATIONS, TERMINALS, INTERMIODAL | Ş - | - | - | | |
| Second Second Principles Second Principl | | | | | | | |
| Reavy maintenance facility S | | | | | | | |
| Storage or maintenance of-way building/bases \$ | | | т | | | | |
| South Sout | | Storage or maintenance-of-way building/bases | т | | | | |
| | | | \$ - | \$ - | \$ - | | |
| Demolition, clearing, site preparation S | Total joi | Category 30 30 FORT FACILITIES. FARIUS, SHOFS, ADMINI. BEDGS | , | <u>, </u> | - | | |
| Site utilities, utility relocation | | | | , | | | |
| Hazardous material, contaminated soil removal/mitigation, ground water treatments \$ \$ \$ \$ \$ \$ \$ \$ \$ | | | | | т | | |
| Site structures including retaining walls, sound walls \$ 17,688,776 \$ 4,422,194 \$ 22,110,970 \$ 10,000 \$ 2,000 \$ | | | \$ - | | | | |
| Temporary facilities and other indirect costs during construction \$ 2,550.48 \$ 2,915.482 \$ 2 | | | | | 7 -/000/00: | | |
| 40.07 Purchase or lease of real estate \$ 761.910 \$ 152,382 \$ 914.292 | | | | | | | |
| Relocation of existing households and businesses \$ | | | \$ 761,910 | | | | |
| Subtotal for Sitework, Land & Existing Improvements \$28,768,345 \$6,398,175 \$35,166,521 \$152,382 \$914,292 \$70tal for Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS \$29,530,255 \$6,550,557 \$36,080,813 \$29,530,255 \$6,550,557 \$36,080,813 \$30,000 | | | | | | | |
| Subtotal for Right of Way \$ 751,910 \$ 153,382 \$ 914,292 | 40.09 | | | | | | |
| COMMUNICATIONS & SIGNALING | | Subtotal for Right of Way | \$ 761,910 | \$ 152,382 | | | |
| Social Description Social Signaling equipment Social Signaling equipment Social Signaling equipment Social Signaling equipment Social Soc | Total for | Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 29,530,255 | \$ 6,550,557 | \$ 36,080,813 | | |
| Social Description Social Signaling equipment Social Signaling equipment Social Signaling equipment Social Signaling equipment Social Soc | 50 COM | MUNICATIONS & SIGNALING | | | | | |
| Solid | 50.01 | Wayside signaling equipment | | | | | |
| Sociation Soci | | | | | | | |
| School S | | | | | | | |
| Substitution Subs | | | | | | | |
| Station train approach warning system \$ - \$ - \$ - \$ | | 0. | | | | | |
| Total for Category 50 COMMUNICATIONS & SIGNALING \$ 4,629,614 \$ 694,442 \$ 5,324,056 | | | | | | | |
| 5 | | | | | | | |
| 5 | CO ELEGE | DIC TRACTION | | | | | |
| 5 | | | \$ - | \$ - | \$ - | | |
| Traction power control | 60.02 | Traction power supply: Substations | \$ 8,906,033 | \$ 1,335,905 | \$ 10,241,938 | | |
| Total for Category 60 ELECTRIC TRACTION \$ 15,773,796 \$ 2,366,069 \$ 18,139,866 | | | | | | | |
| 70 VEHICLES | | | | | | | |
| 70.00 Vehicle acquisition: Electric locomotive \$ - \$ - \$ - \$ 70.01 Vehicle acquisition: Non-electric locomotive \$ - \$ - \$ - \$ 70.02 Vehicle acquisition: Electric multiple unit \$ - \$ - \$ - \$ 70.03 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - \$ 70.04 Veh acq: Loco-hauled passenger cars w/ ticketed space \$ - \$ - \$ - \$ | | | 5,1-0,250 | | 3,-10,000 | | |
| 70.01 Vehicle acquisition: Non-electric locomotive \$ - \$ - \$ 70.02 Vehicle acquisition: Electric multiple unit \$ - | | | ć | ¢ | ć | | |
| 70.02 Vehicle acquisition: Electric multiple unit \$ - \$ - \$ - 70.03 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - 70.04 Veh acq: Loco-hauled passenger cars w/ ticketed space \$ - \$ - \$ - | | | | | | | |
| 70.04 Veh acq: Loco-hauled passenger cars w/ ticketed space \$ - \$ - \$ | 70.02 | Vehicle acquisition: Electric multiple unit | \$ - | \$ - | \$ - | | |
| | | | | | | | |
| | | | | | | | |

| | Detailed Capital Cost Budget | | | | | |
|----------------|---|----|------------------------------------|---|--------------|-----------------------------------|
| | Environmental Segment: | | | FNO-BFD Subsection: L3 | | |
| | | | ocated Cost (Base '10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | тоти | AL COST (Base Yr FY10 Dollars) |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ | - | \$ | - \$ | - |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ | - | \$ | · \$ | - |
| 70.08 70.09 | Vehicle refurbishment: Electric locomotive Vehicle refurbishment: Non-electric locomotive | \$ | - | \$ | · | - |
| 70.09 | Vehicle refurbishment: Electric multiple unit | ç | - | \$ | · \$ | - |
| 70.10 | Vehicle refurbishment: Diesel multiple unit | \$ | | \$ | . \$ | - |
| 70.12 | Veh refurb: Passeng. loco-hauled car w/ ticketed space | Ś | - | Ś | - Ś | - |
| 70.13 | Veh refurb: Non-passeng loco-hauled car w/o ticketed space | \$ | - | \$ | - \$ | - |
| 70.14 | Vehicle refurbishment: Maintenance of way vehicles | \$ | - | \$ | - \$ | - |
| 70.15 | Spare parts | \$ | - | \$ | - \$ | - |
| Total for | Category 70 VEHICLES | \$ | - | \$ | \$ | - |
| 90 DBOE | ESSIONAL SERVICES | | | | | |
| 80.01 | Service Development Plan/Service Environmental | Ś | - | \$ | · \$ | - |
| 80.02 | Preliminary Engineering/Project Environmental | Ś | _ | Ś | · Ś | - |
| 80.03 | Final design | Ś | 5,029,294 | | - Ś | 5,029,294 |
| 80.04 | Project management for design and construction | \$ | 3,218,565 | | - \$ | 3,218,565 |
| 80.05 | Construction administration & management | \$ | 4,291,420 | \$ | . \$ | 4,291,420 |
| 80.06 | Professional liability and other non-construction insurance | \$ | - | \$ | - \$ | - |
| 80.07 | Legal; Permits; Review Fees by other agencies, cities, etc. | \$ | 536,427 | \$ | - \$ | 536,427 |
| 80.08 | Surveys, testing, investigation | \$ | - | \$ | - \$ | - |
| 80.09 | Engineering inspection | \$ | | \$ | . \$ | |
| 80.10 | Start up | \$ | 1,407,835 | | . \$. \$ | 1,407,835 |
| Total for | Category 80 PROFESSIONAL SERVICES | Ş | 14,483,541 | Ş | · \$ | 14,483,541 |
| Subtotal | (10-80) | \$ | 106,548,075 | \$ 16,135,248 | \$ | 122,683,323 |
| | LOCATED CONTINGENCY | | | | \$ | 4,603,227 |
| Subtotal | | | | | \$ | 127,286,550 |
| | ANCE CHARGES | | | | | |
| TOTAL | CAPITAL COSTS (10-100) | | | | \$ | 127,286,550 |

| | Detailed Capital Cost Budget | | | | | |
|--------------------|--|---|---|--------------------------------------|--|--|
| | Environmental Segment: | FNO-BFD Subsection: L4 | | | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) | | |
| 10 Track 10.01 | Structure & Track Track structure: Viaduct | \$ 113,445,864 | \$ 11,344,586 | \$ 124,790,451 | | |
| 10.01 | Track structure: Major/Movable bridge | \$ 113,443,664 | \$ 11,344,380 | \$ 124,790,451 | | |
| 10.03 | Track structure: Undergrade Bridges | \$ - | \$ - | \$ - | | |
| 10.04 10.05 | Track structure: Culverts and drainage structures Track structure: Culverts and Fill (2. 4) beight (doubt) | \$ 740,846 \$ 14,816,915 | \$ 74,085 \$ 2,963,383 | \$ 814,930 \$ 17,780,297 | | |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) Track structure: At-grade (grading and subgrade stabilization) | \$ 14,616,915 | \$ 2,963,383 \$ - | \$ 17,780,297 \$ - | | |
| 10.07 | Track structure: Tunnel | \$ - | \$ - | \$ - | | |
| 10.08 | Track structure: Retaining walls and systems | \$ 36,743,759 | \$ 5,511,564 | \$ 42,255,323 | | |
| 10.09 10.10 | Track new construction: Conventional ballasted Track new construction: Non-ballasted | \$ 16,256,945 \$ 6,908,448 | \$ 2,438,542 \$ 1,036,267 | \$ 18,695,487 \$ 7,944,715 | | |
| 10.11 | Track rehabilitation: Ballast and surfacing | \$ - | \$ 1,030,207 | \$ - | | |
| 10.12 | Track rehabilitation: Ditching and drainage | \$ - | \$ - | \$ - | | |
| 10.13 10.14 | Track rehabilitation: Component replacement (rail, ties, etc Track: Special track work (switches, turnouts, insulated joints) | \$ - | \$ - \$ - | \$ - \$ - | | |
| 10.14 | Track: Major interlockings | \$ - | \$ - | \$ - | | |
| 10.16 | Track: Switch heaters (with power and control) | \$ - | \$ - | \$ - | | |
| 10.17 | Track: Vibration and noise dampening | \$ - | \$ - | \$ - | | |
| 10.18 Total for | Other linear structures including fencing, sound walls Category 10 Track Structure & Track | \$ - \$ 188,912,777 | \$ - \$ 23,368,427 | \$ - \$ 212,281,204 | | |
| | | ·, | | , | | |
| | ONS, TERMINALS, INTERMODAL | | | * | | |
| 20.01 20.02 | Station buildings: Intercity passenger rail only Station buildings: Joint use (commuter rail, intercity bus) | \$ - | \$ - \$ - | \$ - \$ - | | |
| 20.02 | Platforms | \$ - | \$ - | \$ - | | |
| 20.04 | Elevators, escalators | \$ - | \$ - | \$ - | | |
| 20.05 | Joint commercial development | \$ - | \$ - | \$ - | | |
| 20.06 20.07 | Pedestrian / bike access and accommodation, landscaping, parking lots Automobile, bus, van accessways including roads | \$ - \$ - | \$ - \$ - | \$ - \$ - | | |
| 20.07 | Fare collection systems and equipment | \$ - | \$ - | \$ - | | |
| 20.09 | Station security | \$ - | \$ - | \$ - | | |
| Total for | Category 20 STATIONS, TERMINALS, INTERMODAL | \$ - | \$ - | \$ - | | |
| 30 SUPP | DRT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | | | | | |
| 30.01 | Administration building: Office, sales, storage, revenue counting | \$ - | \$ - | \$ - | | |
| 30.02 | Light maintenance facility | \$ - | \$ - | \$ - | | |
| 30.03 30.04 | Heavy maintenance facility Storage or maintenance-of-way building/bases | \$ - \$ - | \$ - \$ - | \$ - \$ - | | |
| 30.05 | Yard and yard track | \$ - | \$ - | \$ - | | |
| Total for | Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ - | \$ - | \$ - | | |
| 40 SITEM | ORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | | | | | |
| 40.01 | Demolition, clearing, site preparation | \$ - | \$ - | \$ - | | |
| 40.02 | Site utilities, utility relocation | \$ 1,004,440 | \$ 251,110 | \$ 1,255,550 | | |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatments | \$ - | \$ - | \$ - | | |
| 40.04 40.05 | Environmental mitigation: wetlands, historic/archeology, parks Site structures including retaining walls, sound walls | \$ 6,115,022 \$ 8,221,455 | \$ 1,223,004 \$ 2,055,364 | \$ 7,338,026 \$ 10,276,819 | | |
| 40.06 | Temporary facilities and other indirect costs during construction | \$ 8,153,362 | | | | |
| 40.07 | Purchase or lease of real estate | \$ 4,471,900 | \$ 894,380 | \$ 5,366,280 | | |
| 40.08 | Highway/pedestrian overpass/grade separations | \$ 5,695,390 \$ - | \$ 1,139,078 | \$ 6,834,469 | | |
| 40.09 | Relocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements | | \$ - \$ 5,483,892 | \$ - \$ 34,673,562 | | |
| | Subtotal for Right of Way | | \$ 894,380 | \$ 5,366,280 | | |
| Total for | Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 33,661,569 | \$ 6,378,272 | \$ 40,039,842 | | |
| 50 COM | MUNICATIONS & SIGNALING | | | | | |
| 50.01 | Wayside signaling equipment | \$ 10,648,263 | \$ 1,597,239 | \$ 12,245,502 | | |
| 50.02 | Signal power access and distribution | \$ - | \$ - | \$ - | | |
| 50.03 | On-board signaling equipment Traffic control and dispatching systems | \$ - | \$ - \$ - | \$ - | | |
| 50.04 50.05 | Traffic control and dispatching systems Communications | \$ - \$ 1,653,698 | \$ - \$ 248,055 | \$ - \$ 1,901,752 | | |
| 50.06 | Grade crossing protection | \$ 1,033,038 | \$ 248,033 | \$ 1,501,732 | | |
| 50.07 | Hazard detectors: dragging equipment high water, slide, etc. | \$ - | \$ - | \$ - | | |
| 50.08 | Station train approach warning system Category 50 COMMUNICATIONS & SIGNALING | \$ - \$ 12,301,961 | \$ - \$ 1,845,294 | \$ - \$ 14,147,255 | | |
| rotal jor | eategory 50 -commonications a signaling | 7 12,501,961 | 7 7,845,294 | 14,147,255 | | |
| | RICTRACTION | | | | | |
| 60.01 | Traction power transmission: High voltage | \$ - \$ 21,932,602 | \$ - | \$ - \$ 25,222,402 | | |
| 60.02 60.03 | Traction power supply: Substations Traction power distribution: Catenary and third rai | | \$ 3,289,890 \$ 2,737,387 | \$ 25,222,493 \$ 20,986,630 | | |
| 60.04 | Traction power control | \$ - | \$ - | \$ - | | |
| Total for | Category 60 ELECTRIC TRACTION | \$ 40,181,846 | \$ 6,027,277 | \$ 46,209,123 | | |
| 70 VEHIC | 155 | | | | | |
| 70.00 | Vehicle acquisition: Electric locomotive | \$ - | \$ - | \$ - | | |
| 70.01 | Vehicle acquisition: Non-electric locomotive | \$ - | \$ - | \$ - | | |
| 70.02 | Vehicle acquisition: Electric multiple unit | \$ - | \$ - | \$ - | | |
| 70.03 70.04 | Vehicle acquisition: Diesel multiple unit Veh acq: Loco-hauled passenger cars w/ ticketed space | \$ - | \$ - \$ - | \$ - \$ - | | |
| 70.04 | Veh acq: Loco-hauled passenger cars w/ ticketed space Veh acq: Loco-hauled passenger cars w/o ticketed space | \$ - | \$ - | \$ - | | |
| - | · · · · · · · · · · · · · · · · · · · | | | | | |

| | Detailed Capital Cost Budget | | | | | |
|----------------|--|----|---|---|------|----------------------------------|
| | Environmental Segment: | | | FNO-BFD Subsection: L4 | | |
| | | | Allocated Cost (Base 'r FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | тота | L COST (Base Yr FY10 Dollars) |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ | - | \$ - | \$ | - |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ | - | \$ - | \$ | - |
| 70.08 70.09 | Vehicle refurbishment: Electric locomotive | \$ | - | \$ - \$ - | \$ | - |
| 70.09 | Vehicle refurbishment: Non-electric locomotive Vehicle refurbishment: Electric multiple unit | ç | - | \$ - | \$ | - |
| 70.10 | Vehicle refurbishment: Diesel multiple unit | \$ | | \$ - | ¢ | |
| 70.12 | Veh refurb: Passeng. loco-hauled car w/ ticketed space | Ś | - | \$ - | Ś | - |
| 70.13 | Veh refurb: Non-passeng loco-hauled car w/o ticketed space | Ś | - | \$ - | Ś | - |
| 70.14 | Vehicle refurbishment: Maintenance of way vehicles | \$ | - | \$ - | \$ | - |
| 70.15 | Spare parts | \$ | - | \$ - | \$ | - |
| Total for | Category 70 VEHICLES | \$ | | \$ - | \$ | - |
| 00 00 05 | COLONAL SERVICES | | | | | |
| | SSIONAL SERVICES | ć | | ć | ć | |
| 80.01 80.02 | Service Development Plan/Service Environmental Preliminary Engineering/Project Environmental | \$ | - | \$ - \$ - | \$ | - |
| 80.02 | Final design | ¢ | 14,817,286 | \$ - | \$ | 14,817,286 |
| 80.04 | Project management for design and construction | Ś | 9,219,334 | \$ - | \$ | 9,219,334 |
| 80.05 | Construction administration & management | Ś | 12,292,446 | | \$ | 12,292,446 |
| 80.06 | Professional liability and other non-construction insurance | \$ | ,, 1.10 | \$ - | \$ | ,, |
| 80.07 | Legal; Permits; Review Fees by other agencies, cities, etc. | \$ | 1,536,556 | \$ - | \$ | 1,536,556 |
| 80.08 | Surveys, testing, investigation | \$ | - | \$ - | \$ | _ |
| 80.09 | Engineering inspection | \$ | - | \$ - | \$ | - |
| 80.10 | Start up | \$ | 3,621,383 | | \$ | 3,621,383 |
| Total for | Category 80 PROFESSIONAL SERVICES | \$ | 41,487,004 | \$ - | \$ | 41,487,004 |
| Subtotal | (10-80) | Ś | 316,545,157 | \$ 37,619,270 | Ġ | 354,164,427 |
| | OCATED CONTINGENCY | | 310,343,137 | 37,013,270 | Ś | 13,752,908 |
| Subtotal | | | ** | | \$ | 367,917,335 |
| 100 FINA | INCE CHARGES | | | | | |
| TOTAL | CAPITAL COSTS (10-100) | | | | \$ | 367,917,335 |

| 1997 1998 | | Detailed Capital Cost Budget | | | | | |
|--|----------------|---|----------------|---------------|---|--|--|
| 1997 | | Environmental Segment: | Subsection: | | | | |
| 1931 Took stratumer Valued \$ 194,003,107 \$ 89,002,107 \$ 194,141,107 \$ 1,000 \$ 1,00 | | | | | TOTAL COST (Base Yr FY10 Dollars) | | |
| 19.00 Trick cincume Napophonologic Integer | | | \$ 204.029.407 | \$ 20,403,830 | \$ 422,424,047 | | |
| 19.03 Trick strature Undergreed indiges | 10.01 | | | | | | |
| 1.6.55 Tack standards (Care and File) & Implication() \$ \$ \$ \$ \$ \$ \$ \$ \$ | 10.03 | | \$ - | \$ - | \$ - | | |
| 1.6.05 Took structures Augment granting and subgrander subgran | 10.04 | | | | , , , , , , | | |
| 1.007 Track standarts Relating with and systems S. S. S. S. S. S. S. S | | | | | | | |
| 1.009 Tack see construction Conventional Dallasted \$ 3,46,127 \$ 3,24,275 | 10.07 | | | | | | |
| 13.03 Track new contraction from Non-ballisted \$ 21.051.061 \$ 32.25.514 \$ 24.78.503 \$ 2.45.503 | 10.08 | | | | | | |
| 10.11 Tock rehabilitation Dathing and Company (i) Less of the Company of th | | | | ,. , | | | |
| 10.13 Track rehabilisation. Component episcement (nil) (les, ect. \$ \$ \$ \$ \$ \$ \$ \$ \$ | 10.10 | | | | | | |
| 10.14 Track Special track work (workbes, furnous, misolated print) 5 7677,329 5 7677,329 10.15 Track Special healters (with power and control) 5 5 5 5 5 5 5 5 5 | 10.12 | | Т | | | | |
| 10.15 Task: Major Intersockrings \$ \$ \$ \$ \$ \$ \$ \$ \$ | | | • | | | | |
| 13.15 Track-Switch heaters pink gover and control | 10.14 | | | | | | |
| 10.13 Other linear structures including fencing, sound wells \$ \$ \$ \$ \$ \$ \$ \$ \$ | 10.16 | Track: Switch heaters (with power and control) | \$ - | \$ - | \$ - | | |
| Section Sect | 10.17 | , , | | | | | |
| 2001 Station Buildings: Intercity passenger rail only | | | | | | | |
| Auton Dullings: Intercty passenger all only | , | | + | + | * ************************************* | | |
| Satisface Sati | | | | 4 | * | | |
| Patroms | | | | | | | |
| Elevators, socialators S S S S S | 20.02 | | | | | | |
| Pedestrian John Second Second Second | 20.04 | | \$ - | \$ - | \$ - | | |
| Automobile, bus, van accessways including roads \$ \$ \$ \$ \$ \$ \$ \$ \$ | 20.05 | | | | | | |
| Same collection systems and equipment | | | • | | | | |
| Solution | 20.08 | | | | | | |
| Administration building: Office, sales, storage, revenue counting \$ \$ \$ \$ \$ \$ \$ \$ \$ | 20.09 | | | | | | |
| Administration building: Office, sales, storage, revenue counting \$ \$ \$ \$ \$ \$ \$ \$ \$ | Total for | Category 20 STATIONS, TERMINALS, INTERMODAL | \$ - | \$ - | \$ - | | |
| Administration building: Office, sales, storage, revenue counting \$ \$ \$ \$ \$ \$ \$ \$ \$ | 30 SUPP | DRT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | | | | | |
| Neary maintenance facility S | 30.01 | | \$ - | \$ - | \$ - | | |
| Storage or maintenance of way building/bases \$ | 30.02 | | | | | | |
| 30.05 Xard and yard track S | | | | | | | |
| ### STEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS ### 1,501,37 \$ 375,33 \$ 1,876,606 ### 2,259,808 \$ 1,129,906 ### 2,259,808 \$ 1,129,906 ### 2,259,808 \$ 1,129,906 ### 2,259,808 \$ 1,129,906 ### 2,259,808 \$ 1,129,906 ### 2,259,808 \$ 1,129,906 ### 2,259,808 \$ 1,129,906 ### 2,259,808 \$ 1,129,906 ### 2,259,808 \$ 1,129,906 ### 2,259,808 \$ 1,129,906 ### 2,259,808 \$ 1,129,906 ### 2,259,808 \$ 1,129,906 ### 2,259,808 \$ 1,129,906 ### 2,259,808 \$ 1,129,906 ### 2,259,808 \$ 1,129,906 ### 2,259,808 \$ 1,129,906 ### 2,259,808 \$ 1,250,133 ### 2,259,808 \$ 1,250,233 ### 2,2 | 30.05 | | | | | | |
| Demolition, clearing, site preparation \$ 1,501,357 \$ 375,339 \$ 1,876,698 \$ 1,876,698 \$ 1,876,698 \$ 1,299,945 \$ 9,039,575 \$ 2,259,988 \$ 1,1299,946 \$ 9,039,575 \$ 2,259,988 \$ 1,1299,946 \$ 9,039,575 \$ 375,769 \$ 577,069 \$ 757 | Total for | Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ - | \$ - | \$ - | | |
| Demolition, clearing, site preparation \$ 1,501,357 \$ 375,339 \$ 1,876,698 \$ 1,876,698 \$ 1,876,698 \$ 1,299,945 \$ 9,039,575 \$ 2,259,988 \$ 1,1299,946 \$ 9,039,575 \$ 2,259,988 \$ 1,1299,946 \$ 9,039,575 \$ 375,769 \$ 577,069 \$ 757 | 40 SITEM | JORK DIGHT OF WAY LAND EXISTING IMPROVEMENTS | | | | | |
| Site utilities, utility relocation \$ 9,039,957 \$ 2,259,889 \$ 11,299,840 | 40.01 | | \$ 1,501,357 | \$ 375,339 | \$ 1,876,696 | | |
| Environmental mitigation: wetlands, historic/archeology, parks \$ 21,731,113 \$ 4,346,223 \$ 26,077,355 | 40.02 | | \$ 9,039,957 | \$ 2,259,989 | | | |
| Site structures including retaining walls, sound walls \$ 122,184,578 \$ 30,546,144 \$ 152,730,722 | 40.03 | | | | | | |
| Temporary facilities and other indirect costs during construction \$ 2,8,974.817 \$ 2,897.482 \$ 31,872,299 | | | | | | | |
| Highway/pedestrian overpass/grade separations \$ 48,326,705 \$ 9,655,341 \$ 57,992,047 | 40.06 | | | | | | |
| Relocation of existing households and businesses S | 40.07 | Purchase or lease of real estate | \$ 38,329,456 | \$ 7,665,891 | \$ 45,995,347 | | |
| Subtotal for Sitework, Land & Existing Improvement S 232,260,326 S 50,165,788 \$ 282,426,114 | | | | | | | |
| Subtotal for Right of Way \$ 38,329,456 \$ 7,665,891 \$ 45,995,347 | 40.09 | | , | | | | |
| Section Communications Signal inger equipment Section Se | | Subtotal for Right of Way | \$ 38,329,456 | \$ 7,665,891 | \$ 45,995,347 | | |
| Social Wayside signaling equipment Social | Total for | Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 270,589,782 | \$ 57,831,679 | \$ 328,421,462 | | |
| Social Wayside signaling equipment Social | 50 COM | MUNICATIONS & SIGNALING | | | | | |
| Social On-board signaling equipment Social On-board signaling equi | 50.01 | Wayside signaling equipment | | | | | |
| Socion Traffic control and dispatching systems Socion Soci | 50.02 | | | | | | |
| Source S | | | | | | | |
| Source S | 50.04 | | | • | | | |
| Station train approach warning system \$ - \$ - \$ | 50.06 | | \$ - | \$ - | \$ - | | |
| Solution | 50.07 | | | | | | |
| Solution | | | | | | | |
| Faction power transmission: High voltage | | | 00,031,234 | 1,505,250 | | | |
| Fraction power supply: Substations \$ 52,596,056 \$ 7,889,408 \$ 60,485,464 | | | ć | ć | Ċ | | |
| Section Sect | | | | | | | |
| Traction power control S | 60.03 | | \$ 44,554,070 | | | | |
| 70.02 Vehicle acquisition: Electric locomotive \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | 60.04 | Traction power control | \$ - | \$ - | \$ - | | |
| 70.00 Vehicle acquisition: Electric locomotive \$ - \$ - \$ - \$ | Total for | Category 60 ELECTRIC TRACTION | \$ 97,150,126 | \$ 14,572,519 | \$ 111,722,645 | | |
| 70.00 Vehicle acquisition: Electric locomotive \$ - \$ - \$ - \$ | 70 VEHIC | ILES | | | | | |
| 70.02 Vehicle acquisition: Electric multiple unit \$ - \$ - \$ 70.03 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ 70.04 Veh acq: Loco-hauled passenger cars w/ ticketed space \$ - \$ - \$ | 70.00 | | | | | | |
| 70.03 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ 70.04 Veh acq: Loco-hauled passenger cars w/ ticketed space \$ - \$ - \$ 70.05 Vehicle acquisition: Diesel multiple unit | 70.01 | | | | | | |
| 70.04 Veh acq: Loco-hauled passenger cars w/ ticketed space \$ - \$ - | 70.02 70.03 | | | | | | |
| | 70.03 | | | | | | |
| | 70.05 | | | | | | |

| | Detailed Capital Cost Budget | | | | | |
|----------------|--|-----|--|---|-----|-----------------------------------|
| | Environmental Segment: | | | FNO-BFD Subsection: WS1 | | |
| | | | al Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | тот | AL COST (Base Yr FY10 Dollars) |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ | - | \$ - | \$ | - |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ | - | \$ - | \$ | - |
| 70.08 70.09 | Vehicle refurbishment: Electric locomotive | \$ | - | \$ - \$ - | \$ | - |
| 70.09 | Vehicle refurbishment: Non-electric locomotive Vehicle refurbishment: Electric multiple unit | ¢ | - | \$ - | \$ | - |
| 70.10 | Vehicle refurbishment: Diesel multiple unit | \$ | | ς - | Ś | |
| 70.12 | Veh refurb: Passeng. loco-hauled car w/ ticketed space | Ś | - | Š - | Ś | - |
| 70.13 | Veh refurb: Non-passeng loco-hauled car w/o ticketed space | \$ | - | \$ - | Ś | - |
| 70.14 | Vehicle refurbishment: Maintenance of way vehicles | \$ | - | \$ - | \$ | - |
| 70.15 | Spare parts | \$ | - | \$ - | \$ | - |
| Total for | Category 70 VEHICLES | \$ | | \$ - | \$ | - |
| 00 00 05 | | | | | | |
| | ESSIONAL SERVICES | | | A | | |
| 80.01 80.02 | Service Development Plan/Service Environmental Preliminary Engineering/Project Environmental | \$ | - | \$ - \$ - | \$ | - |
| 80.02 | Final design | ç | 53,314,153 | | \$ | 53,314,153 |
| 80.03 | Project management for design and construction | \$ | 31,044,938 | | Ś | 31.044.938 |
| 80.05 | Construction administration & management | Ś | 41,393,250 | | \$ | 41,393,250 |
| 80.06 | Professional liability and other non-construction insurance | \$ | | \$ - | \$ | |
| 80.07 | Legal; Permits; Review Fees by other agencies, cities, etc. | \$ | 5,174,156 | \$ - | \$ | 5,174,156 |
| 80.08 | Surveys, testing, investigation | \$ | - | \$ - | \$ | _ |
| 80.09 | Engineering inspection | \$ | - | \$ - | \$ | - |
| 80.10 | Start up | \$ | 8,775,722 | | \$ | 8,775,722 |
| Total for | Category 80 PROFESSIONAL SERVICES | \$ | 139,702,220 | \$ - | \$ | 139,702,220 |
| Subtotal | (10-80) | Ś | 1,080,292,409 | \$ 140,236,414 | ¢ | 1,220,528,823 |
| | LOCATED CONTINGENCY | , i | 1,000,232,403 | 7 140,230,414 | Ś | 47,029,509 |
| Subtotal | | | | | Š | 1,267,558,332 |
| | ANCE CHARGES | | | | | , , , , |
| TOTAL | CAPITAL COSTS (10-100) | | | | \$ | 1,267,558,332 |

| | Detailed Capital Cost Budget | | | | | |
|-------------------|--|---|---|--------------------------------------|--|--|
| | Environmental Segment: | FNO-BFD Subsection: WS2 | | | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) | | |
| 10 Track 10.01 | Structure & Track Track structure: Viaduct | \$ 154,256,774 | \$ 15,425,677 | \$ 169,682,452 | | |
| 10.01 | Track structure: Major/Movable bridge | \$ 154,250,774 | \$ 15,425,677 | \$ 169,682,452 | | |
| 10.03 | Track structure: Undergrade Bridges | \$ - | \$ - | \$ - | | |
| 10.04 10.05 | Track structure: Culverts and drainage structures Track structure: Cut and Fill (> 4' height/depth) | \$ 1,468,874 \$ 29,377,481 | \$ 146,887 \$ 5,875,496 | \$ 1,615,761 \$ 35,252,977 | | |
| 10.05 | Track structure: Cut and Fin (> 4 height/depth) Track structure: At-grade (grading and subgrade stabilization) | \$ 29,377,461 | \$ 5,875,496 | \$ 35,252,977 | | |
| 10.07 | Track structure: Tunnel | \$ - | \$ - | \$ - | | |
| 10.08 | Track structure: Retaining walls and systems | \$ 19,040,325 | | \$ 21,896,374 | | |
| 10.09 10.10 | Track new construction: Conventional ballasted Track new construction: Non-ballasted | \$ 29,845,578 \$ 8,903,401 | \$ 4,476,837 \$ 1,335,510 | \$ 34,322,414 \$ 10,238,911 | | |
| 10.11 | Track rehabilitation: Ballast and surfacing | \$ - | \$ - | \$ - | | |
| 10.12 | Track rehabilitation: Ditching and drainage | \$ - | \$ - | \$ - | | |
| 10.13 10.14 | Track rehabilitation: Component replacement (rail, ties, etc Track: Special track work (switches, turnouts, insulated joints] | \$ - \$ 4,196,646 | \$ 629,497 | \$ - \$ 4,826,143 | | |
| 10.15 | Track: Major interlockings | \$ - | \$ - | \$ - | | |
| 10.16 | Track: Switch heaters (with power and control) | \$ - | \$ - | \$ - | | |
| 10.17 10.18 | Track: Vibration and noise dampening Other linear structures including foreign, count walk | \$ - | \$ - \$ - | \$ - \$ - | | |
| | Other linear structures including fencing, sound walls Category 10 Track Structure & Track | \$ 247,089,079 | \$ 30,745,954 | \$ 277,835,033 | | |
| | | | | | | |
| | ONS, TERMINALS, INTERMODAL | \$ - | \$ - | \$ - | | |
| 20.01 20.02 | Station buildings: Intercity passenger rail only Station buildings: Joint use (commuter rail, intercity bus) | \$ - | \$ - | \$ - | | |
| 20.03 | Platforms | \$ - | \$ - | \$ - | | |
| 20.04 | Elevators, escalators | \$ - | \$ - | \$ - | | |
| 20.05 20.06 | Joint commercial development Pedestrian / bike access and accommodation, landscaping, parking lots | \$ - \$ - | \$ - | \$ - \$ - | | |
| 20.07 | Automobile, bus, van accessways including roads | \$ - | \$ - | \$ - | | |
| 20.08 | Fare collection systems and equipment | \$ - | \$ - | \$ - | | |
| 20.09 | Station security Category 20 STATIONS, TERMINALS, INTERMODAL | \$ - \$ - | \$ - | \$ - \$ - | | |
| rotur jor | Category 20 3 TATIONS, TERMINALS, INTERMIODAL | Ş - | , | . · | | |
| | ORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | | | | | |
| 30.01 30.02 | Administration building: Office, sales, storage, revenue counting Light maintenance facility | \$ - | \$ - | \$ - \$ - | | |
| 30.02 | Heavy maintenance facility | \$ - | \$ - | \$ - | | |
| 30.04 | Storage or maintenance-of-way building/bases | \$ - | \$ - | \$ - | | |
| 30.05 | Yard and yard track | \$ - | \$ - | \$ - \$ - | | |
| Total for | Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ - | \$ - | \$ - | | |
| 40 SITEW | ORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | | | | | |
| 40.01 | Demolition, clearing, site preparation | \$ 258,710 | | \$ 323,388 | | |
| 40.02 40.03 | Site utilities, utility relocation Hazardous material, contaminated soil removal/mitigation, ground water treatments | \$ 8,537,737 | \$ 2,134,434 \$ - | \$ 10,672,171 \$ - | | |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | \$ 10,366,658 | | \$ 12,439,990 | | |
| 40.05 | Site structures including retaining walls, sound walls | \$ 28,514,593 | | | | |
| 40.06 40.07 | Temporary facilities and other indirect costs during constructior Purchase or lease of real estate | \$ 13,822,211 \$ 31,197,166 | | | | |
| 40.08 | Highway/pedestrian overpass/grade separations | \$ 61,155,162 | | \$ 73,386,195 | | |
| 40.09 | Relocation of existing households and businesses | \$ - | \$ - | \$ - | | |
| | Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way | | \$ 25,014,345 \$ 6,239,433 | \$ 147,669,418 \$ 37,436,599 | | |
| Total for | Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 153,852,239 | | | | |
| | | | | | | |
| 50 COM 50.01 | MUNICATIONS & SIGNALING Wayside signaling equipment | \$ 18,259,566 | \$ 2,738,935 | \$ 20,998,501 | | |
| 50.01 | Signal power access and distribution | \$ 18,239,300 | \$ 2,738,933 | \$ 20,558,301 | | |
| 50.03 | On-board signaling equipment | \$ - | \$ - | \$ - | | |
| 50.04 | Traffic control and dispatching systems | \$ - | \$ - | \$ - | | |
| 50.05 50.06 | Communications Grade crossing protection | \$ 2,835,749 | \$ 425,362 | \$ 3,261,111 \$ - | | |
| 50.07 | Hazard detectors: dragging equipment high water, slide, etc. | \$ - | \$ - | \$ - | | |
| 50.08 | Station train approach warning system | \$ - | \$ - | \$ - | | |
| lotal for | Category 50 COMMUNICATIONS & SIGNALING | \$ 21,095,315 | \$ 3,164,297 | \$ 24,259,612 | | |
| | RIC TRACTION | | | | | |
| 60.01 | Traction power transmission: High voltage | \$ - | \$ - | \$ - | | |
| 60.02 60.03 | Traction power supply: Substations Traction power distribution: Catenary and third rai | \$ 36,632,175 \$ 31,293,673 | | \$ 42,127,001 \$ 35,987,724 | | |
| 60.04 | Traction power control | \$ - | \$ - | \$ - | | |
| Total for | Category 60 ELECTRIC TRACTION | \$ 67,925,848 | \$ 10,188,877 | \$ 78,114,725 | | |
| 70 VEHIC | LFS | | | | | |
| 70 VEHIC | Vehicle acquisition: Electric locomotive | \$ - | \$ - | \$ - | | |
| 70.01 | Vehicle acquisition: Non-electric locomotive | \$ - | \$ - | \$ - | | |
| 70.02 | Vehicle acquisition: Electric multiple unit | \$ - | \$ - | \$ - | | |
| 70.03 70.04 | Vehicle acquisition: Diesel multiple unit Veh acq: Loco-hauled passenger cars w/ ticketed space | \$ - | \$ - | \$ - \$ - | | |
| 70.04 | Veh acq: Loco-hauled passenger cars w/o ticketed space Veh acq: Loco-hauled passenger cars w/o ticketed space | \$ - | \$ - | \$ - | | |
| | | | | | | |

| | Detailed Capital Cost Budget | | | | | |
|----------------|---|----|---|---|------|-----------------------------------|
| | Environmental Segment: | | | FNO-BFD Subsection: WS2 | | |
| | | | l Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | тоти | AL COST (Base Yr FY10 Dollars) |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ | - | \$ - | \$ | - |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ | - | \$ - \$ - | \$ | - |
| 70.08 70.09 | Vehicle refurbishment: Electric locomotive Vehicle refurbishment: Non-electric locomotive | \$ | - | \$ - | \$ | - |
| 70.09 | Vehicle refurbishment: Electric multiple unit | Ś | - | \$ - | \$ | - |
| 70.10 | Vehicle refurbishment: Diesel multiple unit | Ś | | \$ - | ς . | - |
| 70.12 | Veh refurb: Passeng. loco-hauled car w/ ticketed space | Ś | | \$ - | Ś | - |
| 70.13 | Veh refurb: Non-passeng loco-hauled car w/o ticketed space | \$ | - | \$ - | \$ | - |
| 70.14 | Vehicle refurbishment: Maintenance of way vehicles | \$ | - | \$ - | \$ | - |
| 70.15 | Spare parts | \$ | - | \$ - | \$ | - |
| Total for | Category 70 VEHICLES | \$ | - | \$ - | \$ | - |
| 00 0005 | SSIONAL SERVICES | | | | | |
| 80 PROF | Service Development Plan/Service Environmental | Ś | | \$ - | Ś | |
| 80.01 | Preliminary Engineering/Project Environmental | ¢ | | \$ - | Ś | |
| 80.03 | Final design | Ś | 25,530,267 | | Ś | 25,530,267 |
| 80.04 | Project management for design and construction | Ś | 15.836.364 | | Ś | 15.836.364 |
| 80.05 | Construction administration & management | \$ | 21,115,152 | | \$ | 21,115,152 |
| 80.06 | Professional liability and other non-construction insurance | \$ | - | \$ - | \$ | - |
| 80.07 | Legal; Permits; Review Fees by other agencies, cities, etc. | \$ | 2,639,394 | \$ - | \$ | 2,639,394 |
| 80.08 | Surveys, testing, investigation | \$ | | \$ - | \$ | - |
| 80.09 | Engineering inspection | \$ | - | \$ - | \$ | - |
| 80.10 | Start up | \$ | 6,142,460 | | \$ | 6,142,460 |
| Total for | Category 80 PROFESSIONAL SERVICES | \$ | 71,263,636 | \$ - | \$ | 71,263,636 |
| Subtotal | (10-80) | Ś | 561,226,118 | \$ 75,352,907 | Ś | 636,579,024 |
| | OCATED CONTINGENCY | | 501,220,110 | 75,502,307 | Ś | 24,498,124 |
| Subtotal | | | | | \$ | 661,077,148 |
| | INCE CHARGES | | | | | |
| TOTAL (| CAPITAL COSTS (10-100) | | | | \$ | 661,077,148 |

| | Detailed Capital Cost Budget | | | | | |
|-------------------|--|--|---|--------------------------------------|--|--|
| | Environmental Segment: | FNO-BFD Subsection: B1 - to South End of Station | | | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) | | |
| 10 Track 10.01 | Structure & Track Track structure: Viaduct | \$ 547,594,799 | \$ 54,759,480 | \$ 602,354,279 | | |
| 10.02 | Track structure: Major/Movable bridge | \$ - | \$ - | \$ - | | |
| 10.03 | Track structure: Undergrade Bridges | \$ - | \$ - | \$ - | | |
| 10.04 10.05 | Track structure: Culverts and drainage structures Track structure: Cut and Fill (> 4' height/depth) | \$ 267,441 \$ 5.348.825 | \$ 26,744 \$ 1,069,765 | \$ 294,185 \$ 6,418,590 | | |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | \$ - | \$ 1,003,703 | \$ - | | |
| 10.07 | Track structure: Tunnel | \$ - | \$ - | \$ - | | |
| 10.08 10.09 | Track structure: Retaining walls and systems Track new construction: Conventional ballasted | \$ 6,379,207 \$ 6,785,241 | \$ 956,881 \$ 1,017,786 | \$ 7,336,088 \$ 7,803,027 | | |
| 10.10 | Track new construction: Non-ballasted | \$ 29,385,018 | \$ 4,407,753 | \$ 33,792,771 | | |
| 10.11 | Track rehabilitation: Ballast and surfacing | \$ - | \$ - | \$ - | | |
| 10.12 | Track rehabilitation: Ditching and drainage Track rehabilitation: Company tracks and tr | \$ - | \$ - \$ - | \$ - \$ - | | |
| 10.13 10.14 | Track rehabilitation: Component replacement (rail, ties, etc Track: Special track work (switches, turnouts, insulated joints] | \$ 10.334.125 | \$ 1,550,119 | \$ 11,884,244 | | |
| 10.15 | Track: Major interlockings | \$ - | \$ - | \$ - | | |
| 10.16 | Track: Switch heaters (with power and control) | \$ - | \$ - | \$ - | | |
| 10.17 10.18 | Track: Vibration and noise dampening Other linear structures including fencing, sound walls | \$ - \$ - | \$ - \$ - | \$ - \$ - | | |
| | Category 10 Track Structure & Track | \$ 606,094,656 | \$ 63,788,528 | \$ 669,883,184 | | |
| | | | | | | |
| 20 STATI 20.01 | DNS, TERMINALS, INTERMODAL Station buildings: Intercity passenger rail only | \$ 81,266,556 | \$ 20,316,639 | \$ 101.583.195 | | |
| 20.01 | Station buildings: Joint use (commuter rail, intercity bus) | \$ 61,200,550 | \$ 20,310,039 | \$ 101,583,195 | | |
| 20.03 | Platforms | \$ - | \$ - | \$ - | | |
| 20.04 | Elevators, escalators | \$ - | \$ - | \$ - | | |
| 20.05 20.06 | Joint commercial development Pedestrian / bike access and accommodation, landscaping, parking lots | \$ 1,985,127 | \$ - \$ 496,282 | \$ - \$ 2,481,409 | | |
| 20.07 | Automobile, bus, van accessways including roads | \$ 1,363,127 | \$ 450,282 | \$ 2,461,405 | | |
| 20.08 | Fare collection systems and equipment | \$ - | \$ - | \$ - | | |
| 20.09 | Station security | \$ - \$ 83,251,683 | \$ - \$ 20,812,921 | \$ - | | |
| Total jor | Category 20 STATIONS, TERMINALS, INTERMODAL | \$ 65,251,065 | \$ 20,812,921 | \$ 104,064,604 | | |
| | ORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | | | | | |
| 30.01 | Administration building: Office, sales, storage, revenue counting | \$ - \$ - | \$ - \$ - | \$ - \$ - | | |
| 30.02 30.03 | Light maintenance facility Heavy maintenance facility | \$ - | \$ - | \$ - | | |
| 30.04 | Storage or maintenance-of-way building/bases | \$ - | \$ - | \$ - | | |
| 30.05 | Yard and yard track | \$ - | \$ - | \$ - | | |
| lotal for | Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | - | \$ - | \$ - | | |
| | ORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | | | | | |
| 40.01 | Demolition, clearing, site preparation | \$ - | \$ - | \$ - | | |
| 40.02 40.03 | Site utilities, utility relocation Hazardous material, contaminated soil removal/mitigation, ground water treatments | \$ 12,053,276 \$ 1,724,229 | \$ 3,013,319 \$ 258,634 | \$ 15,066,595 \$ 1,982,863 | | |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | \$ 22,560,272 | \$ 4,512,054 | \$ 27,072,326 | | |
| 40.05 | Site structures including retaining walls, sound walls | \$ 38,724,513 | \$ 9,681,128 | \$ 48,405,641 | | |
| 40.06 | Temporary facilities and other indirect costs during construction | \$ 30,080,362 \$ 173,575,360 | | | | |
| 40.07 40.08 | Purchase or lease of real estate Highway/pedestrian overpass/grade separations | \$ 173,575,360 | | | | |
| 40.09 | Relocation of existing households and businesses | \$ - | \$ - | \$ - | | |
| | Subtotal for Sitework, Land & Existing Improvements | | \$ 22,505,311 \$ 34,715,072 | | | |
| Total for | Subtotal for Right of Way Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 173,575,360 \$ 288,878,708 | \$ 34,715,072 \$ 57,220,383 | \$ 208,290,432 \$ 346,099,091 | | |
| | | | | | | |
| | MUNICATIONS & SIGNALING | ć 42.404.755 | 6 4070.55 | 6 41251015 | | |
| 50.01 50.02 | Wayside signaling equipment Signal power access and distribution | \$ 12,481,780 \$ - | \$ 1,872,267 \$ - | \$ 14,354,048 \$ - | | |
| 50.02 | On-board signaling equipment | \$ - | \$ - | \$ - | | |
| 50.04 | Traffic control and dispatching systems | \$ - | \$ - | \$ - | | |
| 50.05 50.06 | Communications Grade crossing protection | \$ 1,883,161 \$ - | \$ 282,474 \$ - | \$ 2,165,635 \$ - | | |
| 50.07 | Hazard detectors: dragging equipment high water, slide, etc. | \$ - | \$ - | \$ - | | |
| 50.08 | Station train approach warning system | \$ - | \$ - | \$ - | | |
| Total for | Category 50 COMMUNICATIONS & SIGNALING | \$ 14,364,941 | \$ 2,154,741 | \$ 16,519,682 | | |
| 60 ELECT | RIC TRACTION | | | | | |
| 60.01 | Traction power transmission: High voltage | \$ - | \$ - | \$ - | | |
| 60.02 | Traction power supply: Substations | | \$ 5,309,345 | \$ 40,704,981 | | |
| 60.03 60.04 | Traction power distribution: Catenary and third rai Traction power control | \$ 20,171,353 \$ - | \$ 3,025,703 \$ - | \$ 23,197,056 \$ - | | |
| | Category 60 ELECTRIC TRACTION | \$ 55,566,989 | \$ 8,335,048 | \$ 63,902,037 | | |
| | | | | | | |
| 70 VEHIC | | ć | ć | ć | | |
| 70.00 70.01 | Vehicle acquisition: Electric locomotive Vehicle acquisition: Non-electric locomotive | \$ - | \$ - \$ - | \$ - \$ - | | |
| 70.02 | Vehicle acquisition: Electric multiple unit | \$ - | \$ - | \$ - | | |
| 70.03 | Vehicle acquisition: Diesel multiple unit | \$ - | \$ - | \$ - | | |
| 70.04 70.05 | Veh acq: Loco-hauled passenger cars w/ ticketed space Veh acq: Loco-hauled passenger cars w/o ticketed space | \$ - | \$ - \$ - | \$ - \$ - | | |
| 70.05 | ven acq. Loco-nauleu passengen cars wyo ticketeu space | - | J - | - | | |

| | Detailed Capital Cost Budget | | | | |
|-----------|---|------|--|---|--------------------------------------|
| | Environmental Segment: | | B: | on. | |
| | | Tota | al Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ | - | \$ - | \$ - |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ | - | \$ - | \$ - |
| 70.08 | Vehicle refurbishment: Electric locomotive | \$ | - | \$ - | \$ - |
| 70.09 | Vehicle refurbishment: Non-electric locomotive | \$ | - | \$ - | \$ - |
| 70.10 | Vehicle refurbishment: Electric multiple unit | \$ | - | \$ - | \$ - |
| 70.11 | Vehicle refurbishment: Diesel multiple unit | \$ | - | \$ - | \$ - |
| 70.12 | Veh refurb: Passeng. loco-hauled car w/ ticketed space | \$ | - | \$ - | \$ - |
| 70.13 | Veh refurb: Non-passeng loco-hauled car w/o ticketed space | \$ | - | \$ - | \$ - |
| 70.14 | Vehicle refurbishment: Maintenance of way vehicles | \$ | - | \$ - | \$ - |
| 70.15 | Spare parts | \$ | - | \$ - | \$ - |
| Total Joi | r Category 70 VEHICLES | \$ | - | \$ - | \$ - |
| 80 PROF | ESSIONAL SERVICES | | | | |
| 80.01 | Service Development Plan/Service Environmental | Ś | - | \$ - | \$ - |
| 80.02 | Preliminary Engineering/Project Environmental | Ś | - | \$ - | \$ - |
| 80.03 | Final design | \$ | 54,705,387 | \$ - | \$ 54,705,387 |
| 80.04 | Project management for design and construction | \$ | 29,765,345 | \$ - | \$ 29,765,345 |
| 80.05 | Construction administration & management | \$ | 39,687,127 | \$ - | \$ 39,687,127 |
| 80.06 | Professional liability and other non-construction insurance | \$ | - | \$ - | \$ - |
| 80.07 | Legal; Permits; Review Fees by other agencies, cities, etc. | \$ | 4,960,891 | \$ - | \$ 4,960,891 |
| 80.08 | Surveys, testing, investigation | \$ | - | \$ - | \$ - |
| 80.09 | Engineering inspection | \$ | - | \$ - | \$ - |
| 80.10 | Start up | \$ | 4,825,303 | \$ - | \$ 4,825,303 |
| Total for | r Category 80 PROFESSIONAL SERVICES | \$ | 133,944,052 | \$ - | \$ 133,944,052 |
| Subtota | 1/10-80) | Ś | 1,182,101,030 | \$ 152,311,621 | \$ 1,334,412,651 |
| | LLOCATED CONTINGENCY | , | 1,102,101,030 | 7 132,311,021 | \$ 1,334,412,631 |
| Subtota | | | | | \$ 1,386,820,500 |
| | ANCE CHARGES | | | | 1,300,020,300 |
| | CAPITAL COSTS (10-100) | | | | \$ 1.386.820.500 |

| | Detailed Capital Cost Budget | | | | | |
|--------------------|--|--|---|--------------------------------------|--|--|
| | Environmental Segment: | FNO-BFD Subsection: B2 - to South End of Station | | | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) | | |
| 10 Track 10.01 | Structure & Track Track structure: Viaduct | \$ 491,505,339 | \$ 49,150,534 | \$ 540,655,873 | | |
| 10.01 | Track structure: Major/Movable bridge | \$ 3,677,623 | \$ 367,762 | \$ 4,045,385 | | |
| 10.03 | Track structure: Undergrade Bridges | \$ - | \$ - | \$ - | | |
| 10.04 10.05 | Track structure: Culverts and drainage structures Track structure: Cut and Fill (> 4' height/depth) | \$ 332,638 | \$ 33,264 \$ 1,330,552 | \$ 365,902 | | |
| 10.05 | Track structure: Cut and Fin (> 4 height/depth) Track structure: At-grade (grading and subgrade stabilization) | \$ 6,652,762 | \$ 1,330,332 | \$ 7,983,314 \$ - | | |
| 10.07 | Track structure: Tunnel | \$ - | \$ - | \$ - | | |
| 10.08 | Track structure: Retaining walls and systems | \$ 7,488,634 | \$ 1,123,295 | \$ 8,611,929 | | |
| 10.09 10.10 | Track new construction: Conventional ballasted Track new construction: Non-ballasted | \$ 6,143,323 \$ 29,644,082 | \$ 921,498 \$ 4,446,612 | \$ 7,064,821 \$ 34,090,694 | | |
| 10.11 | Track rehabilitation: Ballast and surfacing | \$ - | \$ - | \$ - | | |
| 10.12 | Track rehabilitation: Ditching and drainage | \$ - | \$ - | \$ - | | |
| 10.13 10.14 | Track rehabilitation: Component replacement (rail, ties, etc Track: Special track work (switches, turnouts, insulated joints) | \$ - \$ 5,296,864 | \$ - \$ 794.530 | \$ - \$ 6,091,394 | | |
| 10.14 | Track: Major interlockings | \$ 3,230,804 | \$ 794,330 | \$ 0,031,334 | | |
| 10.16 | Track: Switch heaters (with power and control) | \$ - | \$ - | \$ - | | |
| 10.17 | Track: Vibration and noise dampening | \$ - | \$ - | \$ - | | |
| 10.18 | Other linear structures including fencing, sound walls Category 10 Track Structure & Track | \$ - \$ 550,741,265 | \$ 58,168,048 | \$ - 608,909,312 | | |
| rotar jor | Carry 25 Frank Stratture & Frank | φ 330,7 (1)203 | φ 30,100,010 | ψ 000,303,312 | | |
| | ONS, TERMINALS, INTERMODAL | | | | | |
| 20.01 20.02 | Station buildings: Intercity passenger rail only Station buildings: Injut use (commuter rail intercity bus) | \$ 81,266,556 \$ - | \$ 20,316,639 \$ - | \$ 101,583,195 \$ - | | |
| 20.02 | Station buildings: Joint use (commuter rail, intercity bus) Platforms | \$ - | \$ - | \$ - | | |
| 20.04 | Elevators, escalators | \$ - | \$ - | \$ - | | |
| 20.05 | Joint commercial development | \$ - | \$ - | \$ - | | |
| 20.06 | Pedestrian / bike access and accommodation, landscaping, parking lots | \$ 1,985,127 | \$ 496,282 \$ - | \$ 2,481,409 \$ - | | |
| 20.07 20.08 | Automobile, bus, van accessways including roads Fare collection systems and equipment | \$ - | \$ - | \$ - | | |
| 20.09 | Station security | \$ - | \$ - | \$ - | | |
| Total for | Category 20 STATIONS, TERMINALS, INTERMODAL | \$ 83,251,683 | \$ 20,812,921 | \$ 104,064,604 | | |
| 30 SHPP0 | ORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | | | | | |
| 30.01 | Administration building: Office, sales, storage, revenue counting | \$ - | \$ - | \$ - | | |
| 30.02 | Light maintenance facility | \$ - | \$ - | \$ - | | |
| 30.03 | Heavy maintenance facility | \$ - | \$ - | \$ - | | |
| 30.04 30.05 | Storage or maintenance-of-way building/bases Yard and yard track | \$ - \$ - | \$ - | \$ - \$ - | | |
| | Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ - | \$ - | \$ - | | |
| | | | | | | |
| 40 SITEW 40.01 | ORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS Demolition, clearing, site preparation | \$ - | \$ - | Ś - | | |
| 40.01 | Site utilities, utility relocation | \$ 3,013,319 | \$ 753,330 | т | | |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatments | \$ 384,839 | \$ 57,726 | | | |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | \$ 20,549,333 | \$ 4,109,867 | \$ 24,659,199 | | |
| 40.05 | Site structures including retaining walls, sound walls | \$ 37,398,092 | \$ 9,349,523 | \$ 46,747,615 | | |
| 40.06 40.07 | Temporary facilities and other indirect costs during constructior Purchase or lease of real estate | \$ 27,399,110 \$ 201,795,842 | | | | |
| 40.08 | Highway/pedestrian overpass/grade separations | \$ 10,188,564 | | | | |
| 40.09 | Relocation of existing households and businesses | \$ - | \$ - | \$ - | | |
| | Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way | | \$ 19,048,069 \$ 40,359,168 | \$ 117,981,326 \$ 242,155,010 | | |
| Total for | Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 300,729,099 | \$ 59,407,237 | \$ 360,136,336 | | |
| | | | | | | |
| 50 COMI 50.01 | MUNICATIONS & SIGNALING Wayside signaling equipment | \$ 12,437,675 | \$ 1,865,651 | \$ 14,303,327 | | |
| 50.01 | Signal power access and distribution | \$ 12,437,675 | \$ 1,865,651 | \$ 14,303,327 | | |
| 50.03 | On-board signaling equipment | \$ - | \$ - | \$ - | | |
| 50.04 | Traffic control and dispatching systems | \$ - | \$ - | \$ - | | |
| 50.05 50.06 | Communications Grade crossing protection | \$ 1,875,822 \$ - | \$ 281,373 \$ - | \$ 2,157,195 \$ - | | |
| 50.06 | Hazard detectors: dragging equipment high water, slide, etc. | \$ - | \$ - | \$ - | | |
| 50.08 | Station train approach warning system | \$ - | \$ - | \$ - | | |
| Total for | Category 50 COMMUNICATIONS & SIGNALING | \$ 14,313,497 | \$ 2,147,025 | \$ 16,460,521 | | |
| 60 FLECT | RIC TRACTION | | | | | |
| 60.01 | Traction power transmission: High voltage | \$ - | \$ - | \$ - | | |
| 60.02 | Traction power supply: Substations | \$ 35,272,044 | \$ 5,290,807 | \$ 40,562,851 | | |
| 60.03 | Traction power distribution: Catenary and third rai | \$ 20,063,369 | | \$ 23,072,875 | | |
| 60.04 Total for | Traction power control Category 60 ELECTRIC TRACTION | \$ - \$ 55,335,413 | \$ - \$ 8,300,312 | \$ - \$ 63,635,725 | | |
| | | 33,333,413 | -0,300,312 | | | |
| 70 VEHIC | | | | | | |
| 70.00 | Vehicle acquisition: Electric locomotive | \$ - | \$ - | \$ - | | |
| 70.01 70.02 | Vehicle acquisition: Non-electric locomotive Vehicle acquisition: Electric multiple unit | \$ - | \$ - \$ - | \$ - \$ - | | |
| 70.03 | Vehicle acquisition: Diesel multiple unit | \$ - | \$ - | \$ - | | |
| | Veh acq: Loco-hauled passenger cars w/ ticketed space | \$ - | \$ - | \$ - | | |
| 70.04 70.05 | Veh acq: Loco-hauled passenger cars w/o ticketed space | \$ - | \$ - | \$ - | | |

| | Detailed Capital Cost Budget | | | | | | |
|----------------|--|--|--|----|--|-------|----------------------------------|
| | Environmental Segment: | FNO-BFD Subsection: B2 - to South End of Station | | | | | |
| | | | Allocated Cost (Base r FY10 Dollars) | | ated Contingency e Yr FY10 Dollars) | TOTAL | . COST (Base Yr FY10 Dollars) |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ | - | \$ | - | \$ | - |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ | - | \$ | - | \$ | - |
| 70.08 | Vehicle refurbishment: Electric locomotive | \$ | - | \$ | - | \$ | - |
| 70.09 70.10 | Vehicle refurbishment: Non-electric locomotive Vehicle refurbishment: Electric multiple unit | \$ | - | \$ | | \$ | - |
| 70.10 | Vehicle refurbishment: Diesel multiple unit | ¢ | | \$ | | Ś | - |
| 70.11 | Veh refurb: Passeng. loco-hauled car w/ ticketed space | Ś | - | \$ | - | Ś | - |
| 70.13 | Veh refurb: Non-passeng loco-hauled car w/o ticketed space | Ś | | \$ | | Ś | - |
| 70.14 | Vehicle refurbishment: Maintenance of way vehicles | \$ | - | \$ | - | \$ | - |
| 70.15 | Spare parts | \$ | - | \$ | - | \$ | - |
| Total for | Category 70 VEHICLES | \$ | | \$ | | \$ | - |
| | | | | | | | |
| | ESSIONAL SERVICES | | | ٨ | | | |
| 80.01 80.02 | Service Development Plan/Service Environmental Preliminary Engineering/Project Environmental | \$ | - | \$ | | \$ | - |
| 80.02 | Final design | Ś | 49,857,315 | | | Ś | 49,857,315 |
| 80.04 | Project management for design and construction | Ś | 27,331,545 | | | Ś | 27.331.545 |
| 80.05 | Construction administration & management | Ś | 36,442,060 | | | Ś | 36,442,060 |
| 80.06 | Professional liability and other non-construction insurance | \$ | - | \$ | | \$ | - |
| 80.07 | Legal; Permits; Review Fees by other agencies, cities, etc. | \$ | 4,555,257 | \$ | - | \$ | 4,555,257 |
| 80.08 | Surveys, testing, investigation | \$ | - | \$ | | \$ | - |
| 80.09 | Engineering inspection | \$ | - | \$ | - | \$ | - |
| 80.10 | Start up | \$ | 4,805,775 | | | \$ | 4,805,775 |
| Total for | Category 80 PROFESSIONAL SERVICES | \$ | 122,991,951 | \$ | - | \$ | 122,991,951 |
| Subtotal | (10-80) | Ś | 1,127,362,908 | Ś | 148,835,543 | Ś | 1,276,198,451 |
| | LOCATED CONTINGENCY | | 1,121,002,000 | | 110,000,343 | \$ | 50,218,548 |
| Subtotal | | | | | | \$ | 1,326,416,999 |
| | ANCE CHARGES | | | | | | |
| TOTAL | CAPITAL COSTS (10-100) | | | | | \$ | 1,326,416,999 |

| | Detailed Capital Cost Budget | | | | | |
|-------------------|---|---|---|--------------------------------------|--|--|
| | Environmental Segment: | FNO-BFD Subsection: B1 - End | | | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) | | |
| 10 Track 10.01 | Structure & Track Track structure: Viaduct | \$ - | \$ - | \$ - | | |
| 10.02 | Track structure: Major/Movable bridge | \$ - | \$ - | \$ - | | |
| 10.03 | Track structure: Undergrade Bridges | \$ - | \$ - \$ - | \$ - \$ - | | |
| 10.04 10.05 | Track structure: Culverts and drainage structures Track structure: Cut and Fill (> 4' height/depth) | \$ - | \$ - \$ - | \$ - | | |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | \$ - | \$ - | \$ - | | |
| 10.07 10.08 | Track structure: Tunnel Track structure: Retaining walls and systems | \$ - | \$ - \$ - | \$ - | | |
| 10.09 | Track new construction: Conventional ballasted | \$ - | \$ - | \$ - | | |
| 10.10 | Track new construction: Non-ballasted | \$ - | \$ - | \$ - | | |
| 10.11 10.12 | Track rehabilitation: Ballast and surfacing Track rehabilitation: Ditching and drainage | \$ - | \$ - \$ - | \$ - \$ - | | |
| 10.12 | Track rehabilitation: Component replacement (rail, ties, etc) | \$ - | \$ - | \$ - | | |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | \$ - | \$ - | \$ - | | |
| 10.15 10.16 | Track: Major interlockings Track: Switch heaters (with power and control) | \$ - \$ - | \$ - \$ - | \$ - \$ - | | |
| 10.16 | Track: Vibration and noise dampening | \$ - | \$ - | \$ - | | |
| 10.18 | Other linear structures including fencing, sound walls | \$ - | \$ - | \$ - | | |
| Total for | Category 10 Track Structure & Track | \$ - | \$ - | \$ - | | |
| 20 STATIO | ONS, TERMINALS, INTERMODAL | | | | | |
| 20.01 | Station buildings: Intercity passenger rail only | \$ - | \$ - | \$ - | | |
| 20.02 | Station buildings: Joint use (commuter rail, intercity bus) | \$ - | \$ - | \$ - | | |
| 20.03 20.04 | Platforms Elevators, escalators | \$ - \$ - | \$ - \$ - | \$ - \$ - | | |
| 20.05 | Joint commercial development | \$ - | \$ - | \$ - | | |
| 20.06 | Pedestrian / bike access and accommodation, landscaping, parking lots | \$ - | \$ - | \$ - | | |
| 20.07 20.08 | Automobile, bus, van accessways including roads Fare collection systems and equipment | \$ - \$ - | \$ - \$ - | \$ - \$ - | | |
| 20.08 | Station security | \$ - | \$ - | \$ - | | |
| Total for | Category 20 STATIONS, TERMINALS, INTERMODAL | \$ - | \$ - | \$ - | | |
| 30 STIDDO | ORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | | | | | |
| 30.01 | Administration building: Office, sales, storage, revenue counting | \$ - | \$ - | \$ - | | |
| 30.02 | Light maintenance facility | \$ - | \$ - | \$ - | | |
| 30.03 30.04 | Heavy maintenance facility Storage or maintenance-of-way building/bases | \$ - \$ - | \$ - \$ - | \$ - \$ - | | |
| 30.04 | Yard and yard track | \$ - | \$ - | \$ - | | |
| Total for | Category 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | \$ - | \$ - | \$ - | | |
| 40 SITEM | ORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | | | | | |
| 40.01 | Demolition, clearing, site preparation | \$ - | \$ - | \$ - | | |
| 40.02 | Site utilities, utility relocation | \$ - | \$ - | \$ - | | |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatments | \$ - \$ - | \$ - | \$ - | | |
| 40.04 40.05 | Environmental mitigation: wetlands, historic/archeology, parks Site structures including retaining walls, sound walls | \$ - | \$ - \$ - | \$ - \$ - | | |
| 40.06 | Temporary facilities and other indirect costs during construction | \$ - | \$ - | \$ - | | |
| 40.07 | Purchase or lease of real estate | | \$ 9,737,893 | \$ 58,427,356 | | |
| 40.08 40.09 | Highway/pedestrian overpass/grade separations Relocation of existing households and businesses | \$ - \$ - | \$ - \$ - | \$ - | | |
| 40.03 | Subtotal for Sitework, Land & Existing Improvements | | \$ - | \$ - | | |
| | Subtotal for Right of Way | \$ 48,689,463 | \$ 9,737,893 | \$ 58,427,356 | | |
| Total for | Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 48,689,463 | \$ 9,737,893 | \$ 58,427,356 | | |
| 50 COMI | MUNICATIONS & SIGNALING | | | | | |
| 50.01 | Wayside signaling equipment | \$ - | \$ - | \$ - | | |
| 50.02 | Signal power access and distribution | \$ - | \$ - \$ - | \$ - \$ - | | |
| 50.03 50.04 | On-board signaling equipment Traffic control and dispatching systems | \$ - | \$ - | \$ - | | |
| 50.05 | Communications | \$ - | \$ - | \$ - | | |
| 50.06 | Grade crossing protection | \$ - | \$ - | \$ - | | |
| 50.07 50.08 | Hazard detectors: dragging equipment high water, slide, etc. Station train approach warning system | \$ - | \$ - \$ - | \$ - \$ - | | |
| | Category 50 COMMUNICATIONS & SIGNALING | \$ - | \$ - | \$ - | | |
| | | | | | | |
| 60 ELECT 60.01 | RIC TRACTION Traction power transmission: High voltage | \$ - | \$ - | \$ - | | |
| 60.01 | Traction power transmission: night voltage Traction power supply: Substations | \$ - | \$ - | \$ - | | |
| 60.03 | Traction power distribution: Catenary and third rai | \$ - | \$ - | \$ - | | |
| 60.04 | Traction power control | \$ - | \$ - | \$ - | | |
| Total for | Category 60 ELECTRIC TRACTION | \$ - | \$ - | \$ - | | |
| 70 VEHIC | LES | | | | | |
| 70.00 | Vehicle acquisition: Electric locomotive | \$ - | \$ - | \$ - | | |
| 70.01 70.02 | Vehicle acquisition: Non-electric locomotive Vehicle acquisition: Electric multiple unit | \$ - \$ - | \$ - \$ - | \$ - | | |
| 70.02 | Vehicle acquisition: Diesel multiple unit | \$ - | \$ - | \$ - | | |
| 70.04 | Veh acq: Loco-hauled passenger cars w/ ticketed space | \$ - | \$ - | \$ - | | |
| 70.05 | Veh acq: Loco-hauled passenger cars w/o ticketed space | \$ - | \$ - | \$ - | | |

| | Detailed Capital Cost Budget | | | | | |
|----------------|--|---|---|--------------------------------------|--|--|
| | Environmental Segment: | FNO-BFD Subsection: B1 - End | | | | |
| | | Total Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) | | |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ - | \$ - | \$ - | | |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ - | \$ - | \$ - | | |
| 70.08 | Vehicle refurbishment: Electric locomotive | Ş - | \$ - | \$ - | | |
| 70.09 | Vehicle refurbishment: Non-electric locomotive | \$ - | \$ - | \$ - | | |
| 70.10 70.11 | Vehicle refurbishment: Electric multiple unit Vehicle refurbishment: Diesel multiple unit | \$ - | \$ - | \$ - | | |
| 70.11 | Vehicle returbishment: Dieser minitiple unit Veh refurb: Passeng, loco-hauled car w/ ticketed space | \$ - ¢ - | \$ - | \$ - | | |
| 70.12 | Veh refurb: Non-passeng loco-hauled car w/o ticketed space | ÷ - | \$ - | \$ - | | |
| 70.13 | Vehicle refurbishment: Maintenance of way vehicles | \$ - | \$ - | \$ - | | |
| 70.15 | Spare parts | \$ - | \$ - | \$ - | | |
| | Category 70 VEHICLES | \$ - | \$ - | \$ - | | |
| | | | | | | |
| | ESSIONAL SERVICES | | | | | |
| 80.01 | Service Development Plan/Service Environmental | \$ - | \$ - | \$ - | | |
| 80.02 | Preliminary Engineering/Project Environmental | \$ - | \$ - | \$ - | | |
| 80.03 | Final design | \$ - | \$ - | \$ - | | |
| 80.04 | Project management for design and construction | \$ - | \$ - | \$ - | | |
| 80.05 | Construction administration & management | \$ - | \$ - | \$ - | | |
| 80.06 | Professional liability and other non-construction insurance | \$ - | \$ - | \$ - | | |
| 80.07 | Legal; Permits; Review Fees by other agencies, cities, etc. | \$ - | \$ - | \$ - | | |
| 80.08 80.09 | Surveys, testing, investigation | \$ - \$ - | \$ - \$ - | \$ - \$ - | | |
| 80.09 80.10 | Engineering inspection | \$ - | \$ - | \$ - | | |
| | Start up Category 80 PROFESSIONAL SERVICES | \$ - | \$ - | \$ - | | |
| rotui joi | Category 60 PNOTESSIONAL SERVICES | ÷ . | - | - | | |
| Subtotal | (10-80) | \$ 48,689,463 | \$ 9,737,893 | \$ 58,427,356 | | |
| | LOCATED CONTINGENCY | | -,, | \$ 2,434,473 | | |
| Subtotal | (10-90) | | | \$ 60,861,829 | | |
| | INCE CHARGES | | | | | |
| TOTAL (| CAPITAL COSTS (10-100) | | | \$ 60,861,829 | | |

| Joint Commercial development | | Detailed Capital Cost Budget | | | | | |
|--|-----------|---|---------------|---------------|---------------|--|--|
| Company Comp | | Environmental Segment: | Subsection: | | | | |
| 19.01 Totas structure Veident | | | | | · · | | |
| 1.000 1.00 | | | \$ - | \$ - | \$ - | | |
| 1.504 Trask structure Cuber's and enrisinged structures 1.5 | 10.02 | Track structure: Major/Movable bridge | \$ - | \$ - | \$ - | | |
| Tack structure Cn and off II pl * Bright/regists* S | | | \$ - | | Т. | | |
| 10.00 Track Structure Funder | | | \$ - | • | • | | |
| 10.08 Track structure: Retaining with and systems | | | _ | | | | |
| 10.00 Task new constructions (convenience) belianted | | | | | | | |
| 10.11 Tack rehabilitation: Disting and dirinage \$ \$ \$ \$ \$ \$ \$ \$ \$ | 10.09 | Track new construction: Conventional ballasted | \$ - | \$ - | \$ - | | |
| 10.12 Track rehabilisation: Component persperence (i.e.), Ref. (1.e.), Ref. (2) S | | | | | | | |
| 10.14 Tack-Special track work (particles) tumous, invalided point() 5 5 5 5 5 5 5 5 5 | | | \$ - | | | | |
| Second Second Process Second Proces | | | \$ - | | • | | |
| 19.15 Track Swith heaters (with power and control) S | | | \$ - \$ - | | т | | |
| Declaration | | | \$ - | \$ - | \$ - | | |
| Section Sect | | | _ | • | | | |
| Station buildings: Interesticy passenger rail only | | | | | | | |
| Sation buildings: Interectory passenger rall only | rotar jor | category to make structure at make | , | ý | Ÿ | | |
| Sation buildings: Joint use [commuter rail, intercity bus] | | | | | 4 | | |
| Validations Sample Sampl | | | \$ - | Т | т | | |
| Joint Commercial development | | | | | | | |
| Pedestrian / Nike access and accommodation, landscaping, parking lots S | 20.04 | | т | | • | | |
| Automobile, bus, van accessways including roads \$ \$ \$ \$ \$ \$ \$ \$ \$ | | | | | | | |
| Sation security | | | | | | | |
| | 20.08 | | | • | • | | |
| SUSPICE TRACESTITIES VARIOS SHOPS, ADMIN. BLOGS | | | Ţ | | \$ - | | |
| Administration building: Office, sales, storage, revenue counting \$ \$ \$ \$ \$ \$ \$ \$ \$ | rotar jor | category Lo Stational, Teliminals, INTELLINOUSE | , | ý | Ÿ | | |
| Light maintenance facility S | | | <u> </u> | <u> </u> | ^ | | |
| Second S | | | | | | | |
| Sample S | | | \$ - | \$ - | \$ - | | |
| State Stat | | | | | т | | |
| | | | | | | | |
| Demolition, clearing, site preparation S | | | | | | | |
| Site utilities, utility relocation | | | Ċ . | ¢ . | ¢ - | | |
| Hazardous material, contaminated soil removal/mitigation, ground water treatments S | | | | | | | |
| Site structures including retaining walls, sound walls | | Hazardous material, contaminated soil removal/mitigation, ground water treatments | | | | | |
| Temporary facilities and other indirect costs during construction S | | | | | | | |
| Autor Purchase or leale sate \$ 5,6476,769 \$ 11,295,354 \$ 67,772,123 | | | \$ - | \$ - | \$ - | | |
| Relocation of existing households and businesses S | 40.07 | Purchase or lease of real estate | | | | | |
| Subtotal for Sitework, Land & Existing Improvements S | | | | | | | |
| Total for Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS \$ 56,476,769 \$ 11,295,354 \$ 67,772,123 | 40.03 | | | | | | |
| SO COMMUNICATIONS & SIGNALING SO | | , <u>, , , , , , , , , , , , , , , , , , </u> | | | | | |
| Social Signal power access and distribution Social Social | Total for | Category 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ 56,476,769 | \$ 11,295,354 | \$ 67,772,123 | | |
| Signal power access and distribution S | | | | | | | |
| Section Sect | | | | | | | |
| Sample S | | | | | | | |
| Sample S | 50.04 | Traffic control and dispatching systems | \$ - | \$ - | \$ - | | |
| \$ 1 Azard detectors: dragging equipment high water, slide, etc. \$ 2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | | | | | | | |
| Station train approach warning system Stat | | | | | | | |
| Collectivity Coll | 50.08 | Station train approach warning system | \$ - | \$ - | \$ - | | |
| 60.01 Traction power transmission: High voltage \$ - \$ </td <td>Total for</td> <td>Category 50 COMMUNICATIONS & SIGNALING</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> | Total for | Category 50 COMMUNICATIONS & SIGNALING | \$ - | \$ - | \$ - | | |
| 60.01 Traction power transmission: High voltage \$ - \$ </td <td>60 ELEÇT</td> <td>RIC TRACTION</td> <td></td> <td></td> <td></td> | 60 ELEÇT | RIC TRACTION | | | | | |
| 60.03 Traction power distribution: Catenary and third rai \$ - | 60.01 | Traction power transmission: High voltage | | | | | |
| Fraction power control S | | | | | | | |
| Total for Category 60 ELECTRIC TRACTION | 60.03 | | | | | | |
| 70.00 Vehicle acquisition: Electric locomotive \$ - \$ - \$ - \$ - 70.01 Vehicle acquisition: Non-electric locomotive \$ - \$ - \$ - \$ - 70.01 Vehicle acquisition: Electric multiple unit \$ - \$ - \$ - \$ - 70.02 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - \$ - \$ - 70.02 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - \$ - \$ - \$ - 70.02 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - 70.02 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - \$ - \$ - \$ - \$ - 70.02 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - 70.02 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - 70.02 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | | | | | | | |
| 70.00 Vehicle acquisition: Electric locomotive \$ - \$ - \$ - \$ - 70.01 Vehicle acquisition: Non-electric locomotive \$ - \$ - \$ - \$ - 70.01 Vehicle acquisition: Electric multiple unit \$ - \$ - \$ - \$ - 70.02 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - \$ - \$ - 70.02 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - \$ - \$ - \$ - 70.02 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - 70.02 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - \$ - \$ - \$ - \$ - 70.02 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - 70.02 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - 70.02 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ | 70.VELU6 | | | | | | |
| 70.01 Vehicle acquisition: Non-electric locomotive \$ - | | | \$ - | \$ - | \$ - | | |
| 70.03 Vehicle acquisition: Diesel multiple unit \$ - \$ - \$ - 70.04 Veh acq: Loco-hauled passenger cars w/ ticketed space \$ - \$ - \$ - \$ | 70.01 | Vehicle acquisition: Non-electric locomotive | \$ - | \$ - | \$ - | | |
| 70.04 Veh acq: Loco-hauled passenger cars w/ ticketed space \$ - \$ - \$ | | | | | | | |
| | | | | | | | |
| | 70.05 | | | | | | |

| | Detailed Capital Cost Budget | | | | | |
|----------------|--|-----|--------------------------------------|---|----------------|------------|
| | Environmental Segment: | | | FNO-BFD Subsection: B2 - End | | |
| | | | located Cost (Base FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Ba | |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ | - | \$ - | \$ | - |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ | - | \$ - | \$ | - |
| 70.08 | Vehicle refurbishment: Electric locomotive | \$ | - | \$ - | \$ | - |
| 70.09 | Vehicle refurbishment: Non-electric locomotive | \$ | - | \$ - | \$ | - |
| 70.10 | Vehicle refurbishment: Electric multiple unit | \$ | - | \$ - \$ - | \$ | - |
| 70.11 70.12 | Vehicle refurbishment: Diesel multiple unit Veh refurb: Passeng, loco-hauled car w/ ticketed space | \$ | - | \$ - | \$ | |
| 70.12 | Veh refurb: Non-passeng loco-hauled car w/o ticketed space | ÷ ÷ | - | \$ - | \$ | |
| 70.13 | Vehicle refurbishment: Maintenance of way vehicles | Ś | - | \$ - | \$ | |
| 70.14 | Spare parts | Ś | - | \$ - | Š | |
| | r Category 70 VEHICLES | Ś | - | \$ - | Š | _ |
| | <u>3</u> /, | Ť | | * | * | |
| 80 PROF | ESSIONAL SERVICES | | | | | |
| 80.01 | Service Development Plan/Service Environmental | \$ | - | \$ - | \$ | - |
| 80.02 | Preliminary Engineering/Project Environmental | \$ | - | \$ - | \$ | - |
| 80.03 | Final design | \$ | - | \$ - | \$ | - |
| 80.04 | Project management for design and construction | \$ | - | \$ - | \$ | - |
| 80.05 | Construction administration & management | \$ | - | \$ - | \$ | - |
| 80.06 | Professional liability and other non-construction insurance | \$ | - | \$ - | \$ | - |
| 80.07 | Legal; Permits; Review Fees by other agencies, cities, etc. | \$ | - | \$ - | \$ | - |
| 80.08 | Surveys, testing, investigation | \$ | - | \$ - | \$ | - |
| 80.09 | Engineering inspection | \$ | - | \$ - | \$ | - |
| 80.10 | Start up | \$ | - | \$ - | \$ | _ |
| Total fo | r Category 80 PROFESSIONAL SERVICES | \$ | - | - | \$ | |
| Subtota | I (10-80) | \$ | 56,476,769 | \$ 11,295,354 | \$ 6 | 67,772,123 |
| | LOCATED CONTINGENCY | | | | | 2,823,838 |
| Subtota | | | | | | 70,595,961 |
| | ANCE CHARGES | | | | | |
| TOTAL | CAPITAL COSTS (10-100) | | | | \$ 7 | 70,595,961 |

| | Detailed Capital Cost Budget | | | | |
|--|--|---|--|---|--|
| | Environmental Segment: | | H | FNO-BFD eavy Maintenance Facilit | ty |
| | | Т | otal Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL COST (Base Yr FY10 Dollars) |
| | ructure & Track rack structure: Viaduct | Ś | 20,365,254 | \$ 2,036,525 | \$ 22,401,779 |
| 10.02 Tr | rack structure: Major/Movable bridge | \$ | - | \$ - | \$ - |
| | rack structure: Undergrade Bridges rack structure: Culverts and drainage structures | \$ | - 117,171 | \$ - \$ 11,717 | \$ - \$ 128,888 |
| | rack structure: Cut and Fill (> 4' height/depth) | \$ | - | \$ - | \$ - |
| | rack structure: At-grade (grading and subgrade stabilization) | \$ | 2,343,420 | \$ 234,342 | \$ 2,577,762 |
| | rack structure: Tunnel rack structure: Retaining walls and systems | Ş S | 1,678,507 | \$ - \$ 251,776 | \$ - \$ 1,930,283 |
| | rack new construction: Conventional ballasted | \$ | 3,088,325 | \$ 463,249 | \$ 3,551,574 |
| | rack new construction: Non-ballasted | \$ | 1,403,856 | \$ 210,578 | \$ 1,614,434 |
| | rack rehabilitation: Ballast and surfacing rack rehabilitation: Ditching and drainage | \$ | - | \$ - \$ - | \$ - \$ - |
| 10.13 Tr | rack rehabilitation: Component replacement (rail, ties, etc) | \$ | - | \$ - | \$ - |
| | rack: Special track work (switches, turnouts, insulated joints) rack: Major interlockings | \$ | - | \$ - \$ - | \$ - \$ - |
| | rack: Switch heaters (with power and control) | \$ | - | \$ - | \$ - |
| 10.17 Tr | rack: Vibration and noise dampening | \$ | - | \$ - | \$ - |
| | Other linear structures including fencing, sound walls | \$ | 28,996,533 | \$ - \$ 3,208,188 | \$ - \$ 32,204,721 |
| Total jor Ca | ategory 10 Track Structure & Track | Ş | 26,990,533 | \$ 3,206,106 | \$ 32,204,721 |
| | NS, TERMINALS, INTERMODAL | | | | |
| | tation buildings: Intercity passenger rail only tation buildings: Joint use (commuter rail, intercity bus) | \$ | - | \$ - \$ - | \$ - \$ - |
| | latforms | \$ | - | \$ - | \$ - |
| 20.04 El | levators, escalators | \$ | - | \$ - | \$ - |
| | oint commercial development ledestrian / bike access and accommodation, landscaping, parking lots | \$ | - | \$ - \$ - | \$ - \$ - |
| | automobile, bus, van accessways including roads | \$ | - | \$ - | \$ - |
| 20.08 Fa | are collection systems and equipment | \$ | - | \$ - | \$ - |
| | tation security stegory 20 STATIONS, TERMINALS, INTERMODAL | \$ | - | \$ - | \$ - |
| Total jor Ca | REGOTY 20 STATIONS, TERMINALS, INTERMODAL | Ş | • | - | Ş - |
| | T FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | | | | |
| | ndministration building: Office, sales, storage, revenue counting ight maintenance facility | \$ | - | \$ - \$ - | \$ - \$ - |
| | leavy maintenance facility | \$ | 227,944,740 | \$ 56,986,185 | \$ 284,930,925 |
| 30.04 St | torage or maintenance-of-way building/bases | \$ | - | \$ - | \$ - |
| | ard and yard track ategory 30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS | | 78,586,172 | | |
| rotur jor cu | | \$ | 306 530 912 | \$ 19,646,543 | \$ 98,232,715 \$ 383,163,640 |
| | itegory 30 30 PPONT PACILITIES. PANDS, SHOPS, ADIVIN. BLDGS | \$ | 306,530,912 | \$ 19,646,543 | \$ 98,232,715 \$ 383,163,640 |
| 40 SITEWOR | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ | 306,530,912 | \$ 76,632,728 | \$ 383,163,640 |
| 40 SITEWOR 40.01 De | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS Demolition, clearing, site preparation | \$ | - | \$ 76,632,728 | \$ 383,163,640 |
| 40 SITEWOR 40.01 De 40.02 Sit | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS | \$ | 306,530,912 - 1,827,505 312,760 | \$ 76,632,728 | \$ 383,163,640 |
| 40 SITEWOR 40.01 De 40.02 Sit 40.03 Ha 40.04 Er | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS Demolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments invironmental mitigation: wetlands, historic/archeology, parks | \$ | - 1,827,505 | \$ 76,632,728 \$ - \$ 456,876 \$ 46,914 \$ 2,138,276 | \$ 383,163,640 \$ - \$ 2,284,381 \$ 359,674 \$ 12,829,657 |
| 40 SITEWOR 40.01 De 40.02 Sit 40.03 Ha 40.04 Er 40.05 Sit | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS Demolition, clearing, site preparation it the utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments invironmental mitigation: wetlands, historic/archeology, parks it estructures including retaining walls, sound walls | \$ | 1,827,505 312,760 10,691,381 | \$ 76,632,728 \$ - \$ 456,876 \$ 46,914 \$ 2,138,276 \$ - | \$ |
| 40 SITEWOR 40.01 De 40.02 Sit 40.03 Ha 40.04 Er 40.05 Sit 40.06 Te | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS Demolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments invironmental mitigation: wetlands, historic/archeology, parks | \$ \$ \$ \$ \$ | - 1,827,505 312,760 | \$ 76,632,728 \$ - \$ 456,876 \$ 46,914 \$ 2,138,276 \$ 1,425,517 | \$ 383,163,640 \$ - \$ 2,284,381 \$ 359,674 \$ 12,829,657 \$ - \$ 15,680,692 |
| 40 SITEWOR 40.01 De 40.02 Sit 40.03 Ha 40.04 Er 40.05 Sit 40.06 Te 40.07 Pu 40.08 Hi | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS Demolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments invironmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls 'emporary facilities and other indirect costs during constructior furchase or lease of real estate lighway/pedestrian overpass/grade separations | \$ \$ \$ \$ \$ \$ | 1,827,505 312,760 10,691,381 - 14,255,175 | \$ 76,632,728 \$ 456,876 \$ 46,914 \$ 2,138,276 \$ 1,425,517 \$ 1,692,460 \$ 3,742,332 | \$ |
| 40 SITEWOR 40.01 De 40.02 Sit 40.03 Ha 40.04 Er 40.05 Sit 40.06 Te 40.07 Pu 40.08 Hi | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS Demolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments invironmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls remporary facilities and other indirect costs during constructior furchase or lease of real estate lighway/pedestrian overpass/grade separations lelocation of existing households and businesses | \$ \$ \$ \$ \$ \$ \$ | 1,827,505 312,760 10,691,381 - 14,255,175 8,462,300 18,711,662 | \$ | \$ \$ 2,284,381 \$ 359,674 \$ 12,829,657 \$ \$ 15,680,692 \$ 10,154,760 \$ 22,453,995 \$ |
| 40.01 De 40.02 Si 40.03 Hz 40.04 Er 40.05 Si 40.06 Te 40.07 Pu 40.08 Hi 40.09 Re | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS Demolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments nvironmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls itemporary facilities and other indirect costs during constructior furchase or lease of real estate lighway/pedestrian overpass/grade separations lelocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way | \$ \$ \$ \$ \$ \$ \$ \$ | 1,827,505 312,760 10,691,381 - 14,255,175 8,462,300 18,711,662 - 45,798,483 8,462,300 | \$ 76,632,728 \$ 456,876 \$ 46,914 \$ 2,138,276 \$ 1,425,517 \$ 1,692,460 \$ 3,742,332 \$ 7,809,916 \$ 1,692,460 | \$ |
| 40.01 De 40.02 Si 40.03 Hz 40.04 Er 40.05 Si 40.06 Te 40.07 Pu 40.08 Hi 40.09 Re | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS Demolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments nvironmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls temporary facilities and other indirect costs during constructior rurchase or lease of real estate lighway/pedestrian overpass/grade separations telocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements | \$ \$ \$ \$ \$ \$ \$ \$ | 1,827,505 312,760 10,691,381 14,255,175 8,462,300 18,711,662 45,798,483 | \$ | \$ 383,163,640 \$ - \$ 2,284,381 \$ 359,674 \$ 12,829,657 \$ - \$ 15,680,692 \$ 10,154,760 \$ 22,453,995 \$ - \$ 53,608,399 |
| 40 SITEWOR 40.01 De 40.02 Sit 40.03 Hat 40.04 Er 40.05 Sit 40.06 Te 40.07 Pe 40.08 Hi 40.09 Re | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS Demolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments nvironmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls remporary facilities and other indirect costs during constructior furchase or lease of real estate lighway/pedestrian overpass/grade separations lelocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way | \$ \$ \$ \$ \$ \$ \$ \$ | 1,827,505 312,760 10,691,381 - 14,255,175 8,462,300 18,711,662 - 45,798,483 8,462,300 | \$ 76,632,728 \$ 456,876 \$ 46,914 \$ 2,138,276 \$ 1,425,517 \$ 1,692,460 \$ 3,742,332 \$ 7,809,916 \$ 1,692,460 | \$ |
| 40 SITEWOR 40.01 De 40.02 Sit 40.03 Hi 40.04 Er 40.05 Sit 40.06 Te 40.07 Pt 40.08 Hi 40.09 Re Total for Cat 50 COMMU 50.01 W | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS Demolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments invironmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls emporary facilities and other indirect costs during construction turchase or lease of real estate lighway/pedestrian overpass/grade separations telocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way attegory 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS UNICATIONS & SIGNALING Vayside signaling equipment | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,827,505 312,760 10,691,381 - 14,255,175 8,462,300 18,711,662 - 45,798,483 8,462,300 | \$ 76,632,728 \$ -5 \$ 456,876 \$ 46,914 \$ 2,138,276 \$ 1,425,517 \$ 1,692,460 \$ 3,742,332 \$ 7,809,916 \$ 1,692,460 \$ 9,502,376 | \$ |
| 40 SITEWOR 40.01 De 40.02 Sit 40.03 Ha 40.04 Er 40.05 Sit 40.06 Te 40.07 Pe 40.08 Pe 40.09 Re Total for Cat 50 COMMU 50.01 W 50.02 Sit | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS Demolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments invironmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls remporary facilities and other indirect costs during constructior furchase or lease of real estate lighway/pedestrian overpass/grade separations lighway/pedestrian overpass/grade separations selection of existing households and businesses Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS UNICATIONS & SIGNALING Vayside signaling equipment ignal power access and distribution | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,827,505 312,760 10,691,381 14,255,175 8,462,300 18,711,662 45,798,483 8,462,300 54,260,783 | \$ | \$ \$ 2,284,381 \$ 359,674 \$ 12,829,657 \$ \$ 10,154,760 \$ 22,453,995 \$ \$ 53,608,399 \$ 10,154,760 \$ 63,763,159 \$ \$ 63,763,159 |
| 40 SITEWOR 40.01 De 40.02 Sit 40.03 Hat 40.04 Er 40.05 Sit 40.06 Te 40.07 Pe 40.08 Hi 40.09 Re Total for Cat 50 COMMU 50.01 Wi 50.02 Sit 50.03 Of | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS Demolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments invironmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls remporary facilities and other indirect costs during constructior furchase or lease of real estate lighway/pedestrian overpass/grade separations selelocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way Subtotal SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS UNICATIONS & SIGNALING Vayside signaling equipment ignal power access and distribution On-board signaling equipment | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,827,505 312,760 10,691,381 14,255,175 8,462,300 18,711,662 45,798,483 8,462,300 54,260,783 | \$ 76,632,728 \$ -5 \$ 456,876 \$ 46,914 \$ 2,138,276 \$ 1,425,517 \$ 1,692,460 \$ 3,742,332 \$ 7,809,916 \$ 1,692,460 \$ 9,502,376 | \$ |
| 40 SITEWOR 40.01 De 40.02 Sit 40.03 Hz 40.05 Sit 40.06 Te 40.07 Pt 40.09 Re Total for Ca 50 COMMU 50.01 W 50.02 Sit 50.03 Or 50.04 Tr 50.05 Cc | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS Demolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments mivronmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls remporary facilities and other indirect costs during constructior urchase or lease of real estate lighway/pedestrian overpass/grade separations telocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way stegory 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS UNICATIONS & SIGNALING Vayside signaling equipment ignal power access and distribution h-board signaling equipment raffic control and dispatching systems communications | \$ | 1,827,505 312,760 10,691,381 14,255,175 8,462,300 18,711,662 45,798,483 8,462,300 54,260,783 | \$ 76,632,728 \$ 456,876 \$ 456,876 \$ 2,138,276 \$ 1,425,517 \$ 1,692,460 \$ 3,742,332 \$ 7,809,165 \$ 1,692,460 \$ 9,502,376 \$ 308,107 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 7,855 | \$ |
| 40 SITEWOR 40.01 De 40.02 Sit 40.03 Hz 40.04 Er 40.05 Sit 40.06 Te 40.07 Pc 40.08 Hz 40.09 Re Total for Cat 50 COMMU 50.01 Ws 50.02 Sig 50.03 Or 50.04 Tr 50.05 Cc 50.06 Gr | Permolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments invironmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls removary facilities and other indirect costs during construction furchase or lease of real estate lighway/pedestrian overpass/grade separations lelocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way stategory 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS UNICATIONS & SIGNALING Vayside signaling equipment ignal power access and distribution in-board signaling equipment raffic control and dispatching systems formunications for a control of the substance of the sub | \$ | 1,827,505 312,760 10,691,381 | \$ | \$ \$ 2,284,381 \$ 359,674 \$ 12,829,657 \$ \$ 10,154,760 \$ 22,453,995 \$ \$ 53,608,399 \$ 10,154,760 \$ 63,763,159 \$ \$ 63,763,159 |
| 40 SITEWOR 40.01 De 40.02 Sit 40.03 Hat 40.04 Er 40.05 Sit 40.06 Te 40.07 Pe 40.08 Hit 40.09 Re Total for Cat 50 COMMU 50.01 W 50.02 Sit 50.03 Or 50.04 Tr 50.05 Cc 50.06 Gr 50.07 Hat | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS Demolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments mivronmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls remporary facilities and other indirect costs during constructior urchase or lease of real estate lighway/pedestrian overpass/grade separations telocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way stegory 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS UNICATIONS & SIGNALING Vayside signaling equipment ignal power access and distribution h-board signaling equipment raffic control and dispatching systems communications | \$ | 1,827,505 312,760 10,691,381 | \$ 76,632,728 \$ 456,876 \$ 456,876 \$ 2,138,276 \$ 1,425,517 \$ 1,692,460 \$ 3,742,332 \$ 7,809,165 \$ 1,692,460 \$ 9,502,376 \$ 308,107 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 7,855 | \$ |
| 40 SITEWOR 40.01 De 40.02 Sit 40.03 H2 40.05 Sit 40.06 Te 40.07 Pt 40.08 Hi 40.09 Re Total for Cat 50 COMMU 50.01 W 50.02 Sit 50.03 Or 50.03 Or 50.06 Gr 50.06 Gr 50.07 Hz 50.08 St | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS Demolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments invironmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls remporary facilities and other indirect costs during constructior furchase or lease of real estate lighway/pedestrian overpass/grade separations selelocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way stegory 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS UNICATIONS & SIGNALING Vayside signaling equipment ignal power access and distribution in-board signaling equipment raffic control and dispatching systems communications communications rade crossing protection lazard detectors: dragging equipment high water, slide, etc. | \$ | 1,827,505 312,760 10,691,381 | \$ 76,632,728 \$ 456,876 \$ 46,914 \$ 2,138,276 \$ 1,425,517 \$ 1,692,460 \$ 3,742,332 \$ - 5 \$ 7,809,916 \$ 1,692,460 \$ 9,502,376 \$ 308,107 \$ - 5 \$ - 5 \$ 47,850 \$ - 5 \$ - 5 | \$ |
| 40 SITEWOR 40.01 De 40.02 Sit 40.03 Hz 40.04 Er 40.05 Sit 40.06 Te 40.07 Pc 40.09 Re Total for Cat 50 COMMU 50.01 W 50.02 Sit 50.03 Or 50.04 Tr 50.05 Coc 50.06 Gr 50.07 Hz 50.08 St Total for Cat | Permolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments invironmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls removary facilities and other indirect costs during construction furchase or lease of real estate lighway/pedestrian overpass/grade separations relocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way stategory 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS UNICATIONS & SIGNALING Vayside signaling equipment lignal power access and distribution con-board signaling equipment raffic control and dispatching systems formunications communications communications detectors: dragging equipment high water, slide, etc. tation train approach warning system streegory 50 COMMUNICATIONS & SIGNALING | \$ | 1,827,505 312,760 10,691,381 | \$ | \$ |
| 40 SITEWOR 40.01 De 40.02 Sit 40.03 Hz 40.05 Sit 40.06 Te 40.07 Pt 40.08 Hi 40.09 Re Total for Ca 50 COMMU 50.01 W 50.02 Sit 50.03 Or 50.04 Tr 50.05 Cc 50.06 Gr 50.07 Hz 50.08 St Total for Ca 60 ELECTRIC 60.01 Tr | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS Demolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments invironmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls remporary facilities and other indirect costs during constructior urchase or lease of real estate lighway/pedestrian overpass/grade separations lelocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way at 150 May 150 | \$ | 1,827,505 312,760 10,691,381 | \$ 76,632,728 \$ 456,876 \$ 456,876 \$ 46,914 \$ 2,138,276 \$ - \$ 1,425,517 \$ 1,692,460 \$ 3,742,332 \$ 7,809,916 \$ 1,692,460 \$ 9,502,376 \$ 308,107 \$ - \$ - \$ 47,850 \$ - \$ 355,956 | \$ 383,163,640 \$ - \$ 2,284,381 \$ 359,674 \$ 12,829,657 \$ - \$ 15,680,692 \$ 10,154,760 \$ 22,453,995 \$ 10,154,760 \$ 63,763,159 \$ 2,362,150 \$ - \$ 2,362,150 \$ - \$ 2,362,8399 \$ - \$ 2,362,97 |
| 40 SITEWOR 40.01 De 40.02 Sit 40.03 Ha 40.04 Er 40.05 Sit 40.06 Te 40.07 Pe 40.08 Hi 40.09 Re Total for Cat 50 COMMU 50.01 W 50.02 Sit 50.03 Or 50.04 Tr 50.05 Cc 50.06 Gr 50.07 Ha 50.08 Gr 50.07 Cat 60 ELECTRIC 60.01 Tr 60.02 Tr | Permolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments invironmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls removary facilities and other indirect costs during construction furchase or lease of real estate lighway/pedestrian overpass/grade separations ledocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way INICATIONS & SIGNALING Vayside signaling equipment ignal power access and distribution bit on-board signaling equipment raffic control and dispatching systems formunications in azard detectors: dragging equipment high water, slide, etc. tation train approach warning system stegory 50 COMMUNICATIONS & SIGNALING CTRACTION Traction power transmission: High voltage fraction power supply: Substations | \$ | 1,827,505 312,760 10,691,381 | \$ 76,632,728 \$ 456,876 \$ 456,876 \$ 46,914 \$ 2,138,276 \$ 1,425,517 \$ 1,692,460 \$ 9,502,376 \$ 308,107 \$ - \$ \$ 47,850 \$ - \$ \$ 355,956 | \$ 383,163,640 \$ - \$ 2,284,381 \$ 359,674 \$ 12,829,657 \$ - \$ 15,680,692 \$ 10,154,760 \$ 22,453,995 \$ - \$ 53,608,399 \$ 10,154,760 \$ 63,763,159 \$ 2,362,150 \$ - \$ 2,362,150 \$ - \$ 2,362,150 \$ - \$ 2,728,997 |
| 40 SITEWOR 40.01 De 40.02 Sit 40.03 Hat 40.04 Er 40.05 Sit 40.06 Te 40.07 Pe 40.08 Hit 40.09 Re Total for Cat 50 COMMU 50.01 W 50.02 Sit 50.03 Or 50.04 Tr 50.05 Coc 50.06 Gr 50.07 Hat 50.08 St Total for Cat 60 ELECTRIC 60.01 Tr 60.02 Tr 60.03 Tr | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS Demolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments invironmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls emporary facilities and other indirect costs during construction furchase or lease of real estate liighway/pedestrian overpass/grade separations relocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way attegory 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS UNICATIONS & SIGNALING Vayside signaling equipment lignal power access and distribution con-board signaling equipment raffic control and dispatching systems formunications communications communications communications detectors: dragging equipment high water, slide, etc. tation train approach warning system streegory 50 COMMUNICATIONS & SIGNALING CTRACTION Traction power transmission: High voltage reaction power transmission: High voltage reaction power distribution: Catenary and third rai | \$ | 1,827,505 312,760 10,691,381 | \$ 76,632,728 \$ 456,876 \$ 456,876 \$ 46,914 \$ 2,138,276 \$ 1,425,57 \$ 1,692,460 \$ 3,742,332 \$ - 5 \$ 7,809,916 \$ 1,692,460 \$ 9,502,376 \$ 308,107 \$ - 5 \$ - 5 \$ 47,850 \$ - 5 \$ - 5 \$ 355,956 | \$ 383,163,640 \$ - \$ 2,284,381 \$ 359,674 \$ 12,829,657 \$ 15,680,692 \$ 10,154,760 \$ 22,453,995 \$ 10,154,760 \$ 63,763,159 \$ 2,362,150 \$ - \$ - \$ 366,847 \$ - \$ 2,728,997 \$ 1,7973,862 |
| 40 SITEWOR 40.01 De 40.02 Si 40.03 H2 40.05 Si 40.06 Te 40.07 Pt 40.08 Hi 40.09 Re Total for Ca 50 COMMU 50.01 W 50.02 Si 50.03 Or 50.06 Gr 50.06 Gr 50.06 Gr 50.07 Gr 50.08 St Total for Ca 60 ELECTRIC 60.01 Tr 60.02 Tr 60.02 Tr 60.03 Tr 60.04 Tr | Permolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments invironmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls removary facilities and other indirect costs during construction furchase or lease of real estate lighway/pedestrian overpass/grade separations ledocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way INICATIONS & SIGNALING Vayside signaling equipment ignal power access and distribution bit on-board signaling equipment raffic control and dispatching systems formunications in azard detectors: dragging equipment high water, slide, etc. tation train approach warning system stegory 50 COMMUNICATIONS & SIGNALING CTRACTION Traction power transmission: High voltage fraction power supply: Substations | \$ | 1,827,505 312,760 10,691,381 | \$ 76,632,728 \$ 456,876 \$ 456,876 \$ 46,914 \$ 2,138,276 \$ 1,425,517 \$ 1,692,460 \$ 9,502,376 \$ 308,107 \$ - \$ \$ 47,850 \$ - \$ \$ 355,956 | \$ 383,163,640 \$ - \$ 2,284,381 \$ 359,674 \$ 12,829,657 \$ - \$ 15,680,692 \$ 10,154,760 \$ 22,453,995 \$ - \$ 53,608,399 \$ 10,154,760 \$ 63,763,159 \$ 2,362,150 \$ - \$ 2,362,150 \$ - \$ 2,362,150 \$ - \$ 2,728,997 |
| 40 SITEWOR 40.01 De 40.02 Sit 40.03 Hz 40.04 Er 40.05 Sit 40.06 Te 40.07 Pc 40.08 Hit 40.09 Re Total for Cat 50 COMMU 50.01 W 50.02 Sit 50.03 Or 50.04 Tr 50.05 Gr 50.06 Gr 50.07 Hz 50.08 St Total for Cat 60 ELECTRIC 60.01 Tr 60.02 Tr 60.03 Tr 60.04 Tr Total for Cat | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS Demolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments invironmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls removary facilities and other indirect costs during construction furchase or lease of real estate lighway/pedestrian overpass/grade separations ledocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way stategory 40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS UNICATIONS & SIGNALING Vayside signaling equipment lighal power access and distribution con-board signaling equipment raffic control and dispatching systems communications irrade crossing protection lazard detectors: dragging equipment high water, slide, etc. lation train approach warning system stegory 50 COMMUNICATIONS & SIGNALING CTRACTION Traction power transmission: High voltage reaction power distribution: Catenary and third rai raction power distribution: Catenary and third rai raction power control stegory 60 ELECTRIC TRACTION | \$ | 1,827,505 312,760 10,691,381 | \$ 76,632,728 \$ 456,876 \$ 456,876 \$ 2,138,276 \$ 1,425,517 \$ 1,692,460 \$ 3,742,332 \$ 7,809,376 \$ 1,692,460 \$ 9,502,376 \$ 308,107 \$ - \$ \$ 47,850 \$ - \$ \$ 375,956 | \$ |
| 40 SITEWOR 40.01 De 40.02 Si 40.03 H2 40.05 Si 40.06 Te 40.07 Pt 40.08 Hi 40.09 Re Total for Ca 50 COMMU 50.01 W 50.02 Si 50.03 Or 50.06 Gr 50.06 Gr 50.06 Gr 50.07 Tr 50.08 St Total for Ca 60 ELECTRIC 60.01 Tr 60.02 Tr 60.03 Tr 60.04 Tr Total for Ca 70 VEHICLES | RK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS Demolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments invironmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls emporary facilities and other indirect costs during construction turchase or lease of real estate lighway/pedestrian overpass/grade separations lelocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way and the subtotal for Right of Way subtotal for Right of Way and signaling equipment lignal power access and distribution on-board signaling equipment lignal power access and distribution on-board signaling equipment lignal power access and distribution on-board signaling equipment lignal power access and inspatching systems formunications in a crossing protection lazard detectors: dragging equipment high water, slide, etc. lation train approach warning system streegory SO COMMUNICATIONS & SIGNALING CTRACTION Traction power transmission: High voltage raction power supply: Substations raction power distribution: Catenary and third rai fraction power distribution: Catenary and third rai fraction power control streegory 50 ELECTRIC TRACTION | \$ | 1,827,505 312,760 10,691,381 | \$ | \$ |
| 40.01 De 40.02 Sit 40.03 Ha 40.05 Sit 40.06 Te 40.07 Pe 40.08 Hi 50.02 Sit 50.03 Or 50.04 Tr 50.02 Sit 50.03 Or 50.04 Tr 60.02 Tr 60.03 Tr 60.03 Tr 60.04 Tr 70.00 VEHICLES 70.00 VEHICLES 70.00 VEHICLES 70.00 VEHICLES 70.00 VE | Permolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments invironmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls removary facilities and other indirect costs during construction furchase or lease of real estate lighway/pedestrian overpass/grade separations ledocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way INICATIONS & SIGNALING Vayside signaling equipment lignal power access and distribution on-board signaling equipment raffic control and dispatching systems formunications for additional material detectors: dragging equipment high water, slide, etc. tation train approach warning system stegory 50 COMMUNICATIONS & SIGNALING CTRACTION Traction power transmission: High voltage fraction power distribution: Catenary and third rail fraction power distribution: Catenary and third rail fraction power distribution: Catenary and third rail fraction power control stegory 60 ELECTRIC TRACTION ES Perhicle acquisition: Electric locomotive fehicle acquisition: Non-electric locomotive | | 1,827,505 312,760 10,691,381 | \$ 76,632,728 \$ 456,876 \$ 46,914 \$ 2,138,276 \$ 1,425,517 \$ 1,692,460 \$ 3,742,332 \$ - 5 \$ 7,809,916 \$ 1,692,460 \$ 9,502,376 \$ 308,107 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 7,809,916 \$ - 7,809,91 | \$ |
| 40 SITEWOR 40.01 De 40.02 Sit 40.03 Hat 40.04 Er 40.05 Sit 40.06 Te 40.07 Pt 40.08 Hit 40.09 Re Total for Cat 50 COMMU 50.01 W 50.02 Sit 50.03 Or 50.04 Tr 50.05 Cc 50.06 Gr 50.07 Hat 50.08 St Total for Cat 60 ELECTRIC 60.01 Tr 60.02 Tr 60.03 Tr 60.04 Tr Total for Cat 70 VEHICLES 70.00 Ve 70.01 Ve 70.01 Ve 70.01 Ve 70.02 Ve 70.02 Ve | Permolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments invivronmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls emporary facilities and other indirect costs during construction turchase or lease of real estate lighway/pedestrian overpass/grade separations telocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way, LAND, EXISTING IMPROVEMENTS UNICATIONS & SIGNALING Vayside signaling equipment ignal power access and distribution on-board signaling equipment oracle crossing protection lazard detectors: dragging equipment high water, slide, etc. tation train approach warning system streagy 50 COMMUNICATIONS & SIGNALING CTRACTION Traction power transmission: High voltage fraction power supply: Substations fraction power control electric locomotive (ehicle acquisition: Electric locomotive (ehicle acquisition: Electric multiple unit | | 1,827,505 312,760 10,691,381 | \$ 76,632,728 \$ 456,876 \$ 46,914 \$ 2,138,276 \$ 1,422,517 \$ 1,692,460 \$ 3,742,332 \$ - 5 \$ 7,809,916 \$ 1,692,460 \$ 9,502,376 \$ 308,107 \$ - 5 \$ - 5 \$ 47,850 \$ - 5 \$ - 5 \$ 47,850 \$ - 5 \$ 47,850 \$ - 5 \$ 47,850 \$ - 5 \$ 47,850 \$ - 5 \$ 47,850 \$ - 5 \$ 47,850 \$ - 5 \$ 47,850 \$ - 5 \$ - 5 \$ 47,850 \$ - 5 \$ - 5 \$ 47,850 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 7 \$ - | \$ |
| 40 SITEWOR 40.01 De 40.02 Sit 40.03 H2 40.05 Sit 40.06 Te 40.07 Pt 40.08 Hit 40.09 Re Total for Ca 50 COMMU 50.01 W 50.02 Sit 50.03 Or 50.06 Gr 50.06 Gr 50.06 Gr 50.07 H2 50.08 St Total for Ca 60 ELECTRIC 60.01 Tr 60.02 Tr 60.02 Tr 60.03 Tr 60.04 Tr Total for Ca 70 VEHICLES 70.00 Ve 70.01 Ve 70.02 Ve 70.03 Ve | Permolition, clearing, site preparation ite utilities, utility relocation lazardous material, contaminated soil removal/mitigation, ground water treatments invironmental mitigation: wetlands, historic/archeology, parks ite structures including retaining walls, sound walls removary facilities and other indirect costs during construction furchase or lease of real estate lighway/pedestrian overpass/grade separations ledocation of existing households and businesses Subtotal for Sitework, Land & Existing Improvements Subtotal for Sitework, Land & Existing Improvements Subtotal for Right of Way INICATIONS & SIGNALING Vayside signaling equipment lignal power access and distribution on-board signaling equipment raffic control and dispatching systems formunications for additional material detectors: dragging equipment high water, slide, etc. tation train approach warning system stegory 50 COMMUNICATIONS & SIGNALING CTRACTION Traction power transmission: High voltage fraction power distribution: Catenary and third rail fraction power distribution: Catenary and third rail fraction power distribution: Catenary and third rail fraction power control stegory 60 ELECTRIC TRACTION ES Perhicle acquisition: Electric locomotive fehicle acquisition: Non-electric locomotive | | 1,827,505 312,760 10,691,381 | \$ 76,632,728 \$ 456,876 \$ 46,914 \$ 2,138,276 \$ 1,425,517 \$ 1,692,460 \$ 3,742,332 \$ - 5 \$ 7,809,916 \$ 1,692,460 \$ 9,502,376 \$ 308,107 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 5 \$ - 7,809,916 \$ - 7,809,91 | \$ |

| | Detailed Capital Cost Budget | | | | | | |
|-----------|---|----|---|---|-------|--------------------------------|--|
| | Environmental Segment: | | Н | FNO-BFD eavy Maintenance Facili | ility | | |
| | | | l Allocated Cost (Base Yr FY10 Dollars) | Allocated Contingency (Base Yr FY10 Dollars) | TOTAL | COST (Base Yr FY10 Dollars) | |
| 70.06 | Vehicle acquisition: Maintenance of way vehicles | \$ | - | \$ - | \$ | - | |
| 70.07 | Vehicle acquisition: Non-railroad support vehicles | \$ | - | \$ - | \$ | - | |
| 70.08 | Vehicle refurbishment: Electric locomotive | \$ | - | \$ - | \$ | - | |
| 70.09 | Vehicle refurbishment: Non-electric locomotive | \$ | - | \$ - | \$ | - | |
| 70.10 | Vehicle refurbishment: Electric multiple unit | \$ | - | \$ - | \$ | <u> </u> | |
| 70.11 | Vehicle refurbishment: Diesel multiple unit | \$ | - | \$ - | \$ | - | |
| 70.12 | Veh refurb: Passeng. loco-hauled car w/ ticketed space | \$ | - | \$ - | \$ | <u>-</u> | |
| 70.13 | Veh refurb: Non-passeng loco-hauled car w/o ticketed space | \$ | - | \$ - | \$ | - | |
| 70.14 | Vehicle refurbishment: Maintenance of way vehicles | \$ | - | \$ - | \$ | - | |
| 70.15 | Spare parts | \$ | - | \$ - | \$ | - | |
| l otal fo | r Category 70 VEHICLES | \$ | - | \$ - | \$ | - | |
| 80 PRO | FESSIONAL SERVICES | | | | | | |
| 80.01 | Service Development Plan/Service Environmental | Ś | - | \$ - | Ś | | |
| 80.02 | Preliminary Engineering/Project Environmental | Ś | - | \$ - | Ś | - | |
| 80.03 | Final design | \$ | 28,138,606 | \$ - | \$ | 28,138,606 | |
| 80.04 | Project management for design and construction | \$ | 15,246,948 | | \$ | 15,246,948 | |
| 80.05 | Construction administration & management | \$ | 20,329,264 | \$ - | \$ | 20,329,264 | |
| 80.06 | Professional liability and other non-construction insurance | \$ | - | \$ - | \$ | - | |
| 80.07 | Legal; Permits; Review Fees by other agencies, cities, etc. | \$ | 2,541,158 | \$ - | \$ | 2,541,158 | |
| 80.08 | Surveys, testing, investigation | \$ | - | \$ - | \$ | - | |
| 80.09 | Engineering inspection | \$ | - | \$ - | \$ | - | |
| 80.10 | Start up | \$ | - | \$ - | \$ | - | |
| Total fo | r Category 80 PROFESSIONAL SERVICES | \$ | 66,255,975 | \$ - | \$ | 66,255,975 | |
| Subtota | 1(10-80) | Ś | 490,178,842 | \$ 94,463,488 | \$ | 584,642,329 | |
| | LLOCATED CONTINGENCY | Ť | 130,210,012 | 3 1,103,100 | Ś | 21,196,143 | |
| | I (10-90) | | | | Ś | 605,838,473 | |
| | ANCE CHARGES | | | | | ,, | |
| | CAPITAL COSTS (10-100) | | | | Ś | 605,838,473 | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: otion 1 - Start |
|------------------------|--|--------------------------|----------------------------------|----------------------------------|-----|--|
| | | | 2009) | 2010) | QTY | COST |
| 10.01 | Track structure: Viaduct | | | | | |
| 10.01.122 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | | \$ 36,624,377 | | |
| 10.01.123 | Elevated Structure - 1 Track (30' Avg. Pier Ht) Elevated Structure - 1 Track (40' Avg. Pier Ht) | Route Mile | | \$ 46,158,636 | | |
| 10.01.124 10.01.125 | Elevated Structure - 1 Track (40 Avg. Pier Ht) Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile | | \$ 47,124,486 | | |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile Route Mile | \$ 47,180,084 \$ 64,502,791 | \$ 48,090,235 \$ 65,747,114 | | |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 66,081,681 | \$ 67,356,463 | | |
| 10.01.222 | Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | | |
| 10.01.223 | Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 52,578,482 | \$ 53,592,774 | | |
| 10.01.224 | Elevated Structure - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 53,525,409 | \$ 54,557,967 | | |
| 10.01.225 | Elevated Structure - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 54,473,243 | \$ 55,524,087 | | |
| 10.01.226 | Elevated Structure - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 71,796,207 | \$ 73,181,228 | | |
| 10.01.227 | Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile | | \$ 74,790,367 | | |
| 10.01.242 | Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile | | \$ 84,410,473 | | |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 101,501,272 | \$ 103,459,333 | | |
| 10.01.244 10.01.245 | Elevated Structure - 4 Track (40' Avg. Pier Ht) Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile | | \$ 105,390,496 | | |
| 10.01.246 | Elevated Structure - 4 Track (60' Avg. Pier Ht) | Route Mile Route Mile | \$ 105,253,245 \$ 141,642,485 | \$ 107,283,686 \$ 144,374,910 | | |
| 10.01.247 | Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile | | \$ 144,374,910 \$ 147,679,065 | | |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) | Route Mile | | \$ 40,304,730 | | |
| 10.01.323 | Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile | | \$ 50,824,519 | | |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) | Route Mile | | \$ 51,897,022 | | |
| 10.01.325 | Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile | | \$ 52,969,941 | | |
| 10.01.326 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 62,798,549 | \$ 64,009,996 | | |
| 10.01.327 | Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 64,181,981 | \$ 65,420,116 | | |
| 10.01.422 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 47,694,536 | \$ 48,614,611 | | |
| 10.01.423 | Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 58,014,969 | \$ 59,134,136 | | |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 59,067,487 | \$ 60,206,958 | | |
| 10.01.425 | Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile | | \$ 61,280,076 | | |
| 10.01.426 | Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile | | \$ 72,319,762 | | |
| 10.01.427 10.01.431 | Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | Route Mile | \$ 72,334,586 | \$ 73,729,993 | | |
| 10.01.432 | Elevated Structure (LS-Tall) - 2-Single Tracks (110 Avg. Pier Ht) Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) | Route Mile | \$ 235,649,714 \$ 239,350,822 | \$ 240,195,634 | | |
| 10.01.512 | Elevated Structure (LS-Yall) - 2-Single Hacks (120 Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | Route Mile Route Mile | | \$ 243,968,140 \$ 71,471,180 | | |
| 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 74,724,468 | \$ 76,165,978 | | |
| 10.01.514 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | | \$ 77,576,437 | | |
| 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | | \$ 79,024,523 | | |
| 10.01.516 | Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) | Route Mile | | \$ 80,499,641 | | |
| 10.01.522 | Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 77,411,338 | | | |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | | \$ 83,599,803 | | |
| 10.01.524 | Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 83,401,267 | \$ 85,010,162 | | |
| 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | | \$ 86,458,574 | | |
| 10.01.526 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | , , | \$ 87,931,664 | | |
| 10.01.612 | Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | | \$ 113,363,701 | | |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | . , , | \$ 119,147,218 | | |
| 10.01.614 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 119,418,218 | | | |
| 10.01.622 | Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) | Route Mile Route Mile | \$ 121,907,137 \$ 118,511,296 | | | |
| 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | | | | |
| 10.01.624 | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | | | | |
| 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | . , , | \$ 131,692,544 | | |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | | \$ 134,267,437 | | |
| 10.01.700 | Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) | Route Mile | , , | | | |
| 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) | Route Mile | | \$ 134,478,825 | | |
| 10.01.702 | Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 134,449,679 | \$ 137,043,348 | | |
| 10.01.944 | Elevated Structure - 2 Track w/ 2 Single Trenches | Route Mile | \$ - | \$ - | | |
| 10.01.950 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile | | \$ 44,848,804 | | |
| 10.01.951 | PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 58,000,000 | \$ 59,118,878 | | |
| 10.01.960 | Stream Crossings HST Structure Box Culverts | EA | \$ 20,000 | \$ 20,386 | | |
| 10.01.999 | Maintenance Of Traffic | LS | ć | | | |
| 10.02 10.02.013 | Track structure: Major/Movable bridge Bridge Structure - 3 span with 1 Track | Pourto *411- | \$ - | ¢ 40 330 403 | | |
| 10.02.013 | Bridge Structure - 3 span with 1 Track Bridge Structure - 3 span with 2 Track | Route Mile Route Mile | | | | |
| 10.02.043 | Bridge Structure - 3 span with 4 Track | Route Mile | \$ 100,045,360 | \$ 68,189,650 \$ 101,975,335 | | |
| 10.02.044a | Bridge Structure - 2 Track Steel Truss Bridges | Route Mile | \$ 100,045,360 | \$ 101,975,535 | | |
| 10.02.045a | Bridge Structure - SJVR Spur - Trench Cover | EA | \$ - | \$ 1,564,672 | | |
| 10.02.046a | Bridge Structure - SJVR Spur - Rail Bridge | EA | \$ - | \$ 1,289,565 | | |
| 10.02.047a | Bridge Structure - Dry Creek Canal Water bridge | EA | \$ - | \$ 3,283,677 | | |
| 10.02.999 | Maintenance Of Traffic | LS | | | | |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) | | \$ - | | | |
| 10.05.111 | At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) | Route Mile | | | | |
| 10.05.112 | At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,040,609 | \$ 3,099,266 | | |
| 10.05.113 | At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) | Route Mile | | \$ 4,522,964 | | |
| 10.05.114 | At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile | | \$ 6,213,487 | | |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 2,527,904 | \$ 2,576,670 | | |
| 10.05.122 10.05.123 | At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | | \$ 3,948,727 | | |
| 10.05.124 | At-Grade Track-bed in Cut - 2 Track (15 Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) | Route Mile Route Mile | \$ 5,488,286 \$ 7,375,140 | \$ 5,594,161 \$ 7,517,413 | | |
| 10.05.126 | At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 17,706,798 | | | |
| | and the state of t | Noute Mille | | | | 1 |
| 10.05.128 | At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile | \$ 32,673,082 | \$ 33,303,379 | | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: otion 1 - Start |
|------------------------|---|--------------------------|----------------------------------|----------------------------------|-----|--|
| | | | 2009) | 2010) | QTY | cost |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ 77,047,580 | \$ 78,533,905 | | |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | | \$ 3,624,578 | | |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ 5,002,163 | \$ 5,098,660 | | |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,255,789 | \$ 1,280,015 | | |
| 10.05.212 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,824,123 | \$ 1,859,312 | | |
| 10.05.213 | At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) | Route Mile | \$ 2,574,079 | \$ 2,623,735 | | |
| 10.05.214 | At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile | \$ 3,508,477 | \$ 3,576,159 | | |
| 10.05.221 | At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,804,472 | \$ 1,839,282 | | |
| 10.05.222 | At-Grade Track-bed in Fill - 2 Track (10' Avg. Fill Ht) | Route Mile | \$ 2,514,964 | \$ 2,563,480 | | |
| 10.05.223 | At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile | \$ 3,420,413 | \$ 3,486,396 | | |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ 4,498,944 | \$ 4,585,733 | | |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ 10,874,062 | \$ 11,083,833 | | |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ 20,392,304 | \$ 20,785,692 | | |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ 33,180,092 | \$ 33,820,169 | | |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ 48,985,268 | \$ 49,930,243 | | |
| 10.05.241 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ 2,473,684 | \$ 2,521,404 | | |
| 10.05.261 | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,162,050 | \$ 3,223,050 | | |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ 5,441,105 | \$ 5,546,070 | | |
| 10.05.999 | Maintenance Of Traffic | LS | | | | |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | | | | | |
| 10.06.210 | At-Grade Track-bed with Closed Drainage - 1 Track | Route Mile | \$ 1,366,385 | | | |
| 10.06.220 | At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | | \$ 2,210,773 | | |
| 10.06.230 | At-Grade Track-bed with Closed Drainage - 3 Track | Route Mile | \$ 2,660,843 | | | |
| 10.06.240 | At-Grade Track-bed with Closed Drainage - 4 Track | Route Mile | \$ 3,039,420 | \$ 3,098,053 | | |
| 10.06.999 | Maintenance Of Traffic | LS | | | | |
| 10.07 | Track structure: Tunnel | _ | | | | |
| 10.07.101 | TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ 121,440,000 | | | |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ 179,520,000 | | | |
| 10.07.103 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ 158,400,000 | | | |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | | \$ 306,765,821 | | |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | | \$ 231,419,830 | | |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ 205,920,000 | \$ 209,892,404 | | |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | | \$ 473,603,373 | | |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | | \$ 150,691,982 | | |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ 364,320,000 | \$ 371,348,099 | | |
| 10.07.205 | D&B Double Track Tunnel 50ft ID in hard rock (competent) | Route Mile | | \$ 236,801,686 | | |
| 10.07.206 | D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile | | \$ 495,130,799 | | |
| 10.07.301 | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile | \$ 374,880,000 | \$ 382,111,812 | | |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ 454,080,000 | \$ 462,839,659 | | |
| 10.07.303 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ 269,280,000 | | | |
| 10.07.304 | SEM Double Track Tunnel 40ft ID in soft ground (poor) | Route Mile | | \$ 312,147,677 | | |
| 10.07.305 | SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | | \$ 403,639,238 | | |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (poor) | Route Mile | \$ 448,800,000 | | | |
| 10.07.401 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile | | \$ 242,183,543 | | |
| | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ 274,560,000 | | | |
| 10.07.403 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ 179,520,000 | | | |
| | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ 240,100,000 | | | |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ 290,400,000 | | | |
| 10.07.406 10.07.207 | D&B Cross Passage conservative cost in rock | Route Mile | \$ 401,280,000 | \$ 409,021,094 | | |
| 10.07.407 | RH Cross Passage conservative cost in rock | Linear Feet | \$ 28,000 | \$ 28,540 | | |
| 10.07.501 | Cross Passage in Soft Ground (competent) | Linear Feet | \$ 25,000 | \$ 25,482 | | |
| 10.07.501 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ 33,000 | \$ 33,637 | | |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Linear Feet | \$ 84,000 \$ 90,688,401 | \$ 85,620 | | |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40 Avg. Exc Depth) Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile | | \$ 92,437,871 | | |
| 10.07.116 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 107,082,440 \$ 135,385,066 | \$ 109,148,168 \$ 137,996,780 | | |
| 10.07.214 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile Route Mile | \$ 135,385,066 | \$ 137,996,780 | | |
| 10.07.215 | Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 163,855,983 | \$ 167,016,929 | | |
| 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | | \$ 167,016,929 | | |
| 10.07.224 | Cut & Cover Box - 2 Track/ 2 Box (40' Avg. Exc Depth) | Route Mile | | \$ 192,673,943 | | |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile | \$ 189,027,415 | \$ 226,278,866 | | |
| 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | | \$ 284,220,202 | | |
| 10.07.414 | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | | \$ 210,664,680 | | |
| 10.07.415 | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 237,737,305 | \$ 242,323,497 | | |
| 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 291,302,754 | \$ 296,922,277 | | |
| 10.07.526a | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile | \$ - | \$ 434,924,098 | | |
| 10.07.801 | Ventilation Shaft | VF | \$ 13,627 | \$ 13,890 | | |
| 10.07.802 | Mid-Line Ventilation Structure | LS | \$ 8,742,980 | \$ 8,911,641 | | |
| 10.07.803 | Tunnel Portal Structure | LS | \$ 8,089,108 | \$ 8,245,155 | | |
| 10.07.805 | Emergency Access Shaft | VF | | | | |
| 10.07.850 | Pumping Station | EA | | \$ 216,405 | | |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) | Route Mile | | \$ 7,496,882 | | |
| 10.07.902 | Mechanical & Electrical Allowance for Underground (Double) | Route Mile | | | | |
| 10.07.920 | Ventilation Equipment Allowance | EA | \$ 2,211,105 | | | |
| 10.07.922 | Double Deck - 2 Track Trench on Top of 2 Track C&C Box | Route Mile | \$ 210,906,243 | \$ 214,974,836 | | |
| 10.07.950 | Allowance for Construction Monitoring | Route Mile | \$ 145,939 | \$ 148,754 | | |
| 10.08 | Track structure: Retaining walls and systems | | 1,114 | | | |
| 10.08.211 | Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 25,829,576 | \$ 26,327,855 | | |
| 10.08.212 | Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 67,586,123 | | | |
| 10.08.213 | Retained Cut, Trench - 1 Track (30' Avg. Exc Depth) | Route Mile | \$ 127,460,002 | | | |
| | Retained Cut, Trench - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 37,405,180 | | I | 1 |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | FNO-BFD Subsection: F1 - Option 1 - Start | |
|---|--|---|---|---|---|------|
| | | | 2009) | 2010) | QTY | cost |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,868 | \$ 93,174,275 | | |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | | \$ 166,454,597 | | |
| 10.08.224 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 291,740,935 | \$ 297,368,910 | | |
| 10.08.241 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | Route Mile | \$ 47,685,463 | \$ 48,605,363 | | |
| 10.08.242 | Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) | Route Mile | | \$ 113,525,265 | | |
| 10.08.243 | Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) | Route Mile | \$ 192,038,567 | \$ 195,743,184 | | |
| 10.08.344 | Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile | \$ 295,374,114 | \$ 301,072,178 | | |
| 10.08.346 | Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile | \$ 356,356,513 | \$ 363,230,988 | | |
| 10.08.411 | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 8,667,052 | \$ 8,834,248 | | |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 24,952,856 | \$ 25,434,222 | | |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 43,794,002 | \$ 44,638,832 | | |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,335,195 | \$ 9,515,280 | | |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,915,008 | \$ 26,414,935 | | |
| 10.08.423 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 45,060,437 | \$ 45,929,698 | | |
| 10.08.432 | Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,723,268 | \$ 26,219,496 | | |
| 10.08.441 | Retained Fill, Walls Both Sides - 4 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,573,053 | \$ 9,757,727 | | |
| 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 26,163,983 | \$ 26,668,712 | | |
| 10.08.461 | Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,858,094 | \$ 10,048,266 | | |
| 10.08.999 | Maintenance Of Traffic | LS | | | | |
| 10.09 | Track new construction: Conventional ballasted | | \$ - | | | |
| 10.09.110 | Ballasted Track - 1 Track Reliected Track (Track Leving Machine) - 1 Track | Route Mile | \$ 1,820,565 | | | |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | \$ 1,221,280 | \$ 1,244,839 | | |
| 10.09.120 | Ballasted Track - 2 Track | Route Mile | \$ 3,416,549 | | | |
| 10.09.122 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile | \$ 2,423,901 | \$ 2,470,660 | | |
| 10.09.240 | Ballasted Track - 2 Track (Station Track) | Route Mile | \$ 7,244,923 | \$ 7,384,685 | | |
| 10.09.132 10.09.142 | Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | | \$ 3,649,132 | | |
| | Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ 4,521,614 | \$ 4,608,840 | | |
| 10.09.162 | Ballasted Track (Track Laying Machine) - 6 Track | Route Mile | \$ 6,782,421 | \$ 6,913,261 | | |
| 10.09.810 | Ballasted Freight Track - 1 Track | Route Mile | \$ 1,554,241 | \$ 1,584,224 | | |
| 10.09.820 | Ballasted Freight Track - 2 Track | Route Mile | | \$ 3,149,343 | | |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile | \$ 4,645,413 | \$ 4,735,027 | | |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile | \$ 91,367 | \$ 93,129 | | |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ 162,843 | \$ 165,985 | | |
| 10.09.922 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile | \$ 325,778 | \$ 332,063 | | |
| 10.09.923 10.09.924 | Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ 488,667 | \$ 498,094 | | |
| | Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ 651,556 | \$ 664,125 | | |
| 10.10 10.10.110 | Track new construction: Non-ballasted Direct Fixation Track - 1 Track | Route Mile | | \$ 1,847,462 | | |
| 10.10.120 | Direct Fixation Track - 2 Track | Route Mile | | \$ 3,694,357 | | |
| 10.10.140 | Direct Fixation Track - 4 Track | Route Mile | \$ 7,293,868 | | | |
| 10.10.210 | Independent Dual Block Track - 1 Track | Route Mile | \$ 3,338,726 | \$ 3,403,134 | | |
| 10.10.220 | Independent Dual Block Track - 2 Track | Route Mile | \$ 6,676,744 | \$ 6,805,545 | | |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile | \$ 13,353,468 | \$ 13,611,070 | | |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | | \$ - | | | |
| 10.14.100 | Direct Fixation Turnout (60 MPH) | EA | \$ 477,018 | \$ 486,221 | | |
| 10.14.105 | Direct Fixation Turnout (80 MPH) | EA | \$ 630,650 | \$ 642,816 | | |
| 10.14.110 | Direct Fixation Turnout (110 MPH) | EA | \$ 887,327 | \$ 904,444 | | |
| 10.14.115 | Direct Fixation Turnout (150 MPH) | EA | \$ 1,220,877 | \$ 1,244,429 | | |
| 10.14.130 | Direct Fixation Crossover (60 MPH) | EA | \$ 879,265 | \$ 896,227 | | |
| 10.14.135 | Direct Fixation Crossover (80 MPH) | EA | \$ 1,188,515 | \$ 1,211,443 | | |
| 10.14.140 | Direct Fixation Crossover (110 MPH) | EA | \$ 1,647,309 | \$ 1,679,087 | | |
| 10.14.145 | Direct Fixation Crossover (150 MPH) | EA | \$ 2,254,990 | \$ 2,298,491 | | |
| 10.14.199 | Ballasted Turnout (25 MPH) | EA | \$ 130,500 | \$ 133,017 | | |
| 10.14.200 | Ballasted Turnout (60 MPH) | EA | \$ 396,172 | \$ 403,814 | | |
| 10.14.205 | Ballasted Turnout (80 MPH) | EA | | \$ 543,917 | | |
| 10.14.210 | Ballasted Turnout (110 MPH) | EA | \$ 739,770 | \$ 754,041 | | |
| 10.14.215 | Ballasted Turnout (150 MPH) | EA | \$ 1,012,686 | \$ 1,032,221 | | |
| | | | | | | |
| 10.14.300 | Ballasted Crossover (60 MPH) | EA | \$ 731,709 | \$ 745,824 | | |
| 10.14.305 | Ballasted Crossover (80 MPH) | EA EA | \$ 731,709 \$ 986,399 | \$ 745,824 \$ 1,005,427 | | |
| 10.14.305 10.14.310 | Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) | | \$ 731,709 \$ 986,399 \$ 1,372,407 | \$ 1,005,427 | | |
| 10.14.305 10.14.310 10.14.315 | Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) | EA | \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 | \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 | | |
| 10.14.305 10.14.310 10.14.315 10.14.400 | Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post | EA EA | \$ 731,709 \$ 986,399 \$ 1,372,407 | \$ 1,005,427 \$ 1,398,882 | | |
| 10.14.305 10.14.310 10.14.315 10.14.400 20.01 | Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only | EA EA EA | \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 | \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 | | |
| 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 | Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station | EA EA EA EA | \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 | \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 | | |
| 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 | Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station | EA EA EA EA LS | \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 | \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 | | |
| 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 | Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station - Site Elements | EA EA EA LS LS | \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 | \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 25,420,933 | _ | |
| 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 20.01.110 | Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station - Site Elements LA Union Station | EA EA EA EA LS LS LS LS LS | \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 \$ 193,627,800 | \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 | | |
| 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 | Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station | EA EA EA EA LS LS LS LS LS LS | \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 | \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 | _ | |
| 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 | Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements | EA EA EA EA LS LS LS LS LS LS LS LS | \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 \$ 6,667,755 | \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 | | |
| 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 | Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station | EA EA EA LS | \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 \$ 6,667,755 \$ 46,561,775 | \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 | | |
| 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.201 20.02.205 | Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station - Site Elements | EA EA EA EA LS | \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 \$ 6,667,755 \$ 46,561,775 \$ 18,939,701 | \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 \$ 19,305,067 | | |
| 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.205 20.02.206 20.02.210 | Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station - Site Elements Tulare Station | EA EA EA EA EA ES LS | \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 \$ 6,667,755 \$ 46,561,775 \$ 18,939,701 \$ 55,108,000 | \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 197,363,075 \$ 52,443,575 \$ 52,443,575 \$ 6,796,383 \$ 47,459,998 \$ 19,305,067 \$ 56,171,089 | | |
| 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.205 20.02.205 20.02.206 20.02.210 | Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements La Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station Norwalk Station - Site Elements Tulare Station - Site Elements Tulare Station - Site Elements | EA E | \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 \$ 6,667,755 \$ 46,667,755 \$ 46,561,775 \$ 18,939,701 \$ 55,108,000 \$ 19,174,756 | \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 \$ 19,305,067 \$ 56,171,089 \$ 19,544,656 | | |
| 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.205 20.02.206 20.02.211 20.02.211 | Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station Norwalk Station - Site Elements Tulare Station - Site Elements Gilroy Station | EA E | \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 \$ 6,667,755 \$ 46,561,775 \$ 18,939,701 \$ 55,108,000 \$ 19,174,756 \$ 68,723,791 | \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 \$ 19,305,605 \$ 56,171,089 \$ 19,544,656 \$ 70,049,542 | | |
| 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.205 20.02.206 20.02.211 20.02.215 20.02.215 | Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station Norwalk Station - Site Elements Tulare Station Tulare Station - Site Elements Gilroy Station | EA E | \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 \$ 6,667,755 \$ 46,561,775 \$ 18,939,701 \$ 55,108,000 \$ 19,174,756 \$ 68,723,791 \$ 9,586,063 | \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 \$ 19,305,067 \$ 56,171,067 \$ 56,171,067 \$ 70,049,542 \$ 70,049,542 \$ 9,770,987 | | |
| 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.201 20.02.202 20.02.210 20.02.211 20.02.215 20.02.216 20.02.216 | Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station - Site Elements Tulare Station Tulare Station Gilroy Station - Site Elements Gilroy Station - Site Elements Gilroy Station - Site Elements | EA ES | \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 \$ 6,667,755 \$ 46,561,775 \$ 18,939,701 \$ 55,108,000 \$ 19,174,756 \$ 68,723,791 \$ 9,586,063 \$ 9,586,063 \$ 61,155,850 | \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 197,363,075 \$ 6,796,383 \$ 47,459,998 \$ 19,305,067 \$ 56,171,089 \$ 19,546,556 \$ 70,049,542 \$ 9,770,987 \$ 62,335,608 | | |
| 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.205 20.02.210 20.02.210 20.02.215 20.02.216 20.02.216 20.02.216 | Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements La Union Station Redwood/Palo Alto Station - Site Elements Norwalk Station - Site Elements Tulare Station Tulare Station Tulare Station Gilroy Station Gilroy Station Gilroy Station - Site Elements Burbank Station - Site Elements Burbank Station - Site Elements | EA E | \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 \$ 6,667,755 \$ 46,561,775 \$ 18,939,701 \$ 55,108,000 \$ 19,174,756 \$ 68,723,791 \$ 9,586,063 \$ 61,155,850 \$ 13,393,012 | \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 \$ 19,305,067 \$ 56,171,089 \$ 19,544,656 \$ 70,049,542 \$ 9,770,987 \$ 62,335,608 \$ 13,651,377 | | |
| 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 20.01.105 20.02.200 20.02.201 20.02.205 20.02.206 20.02.211 20.02.211 20.02.215 20.02.216 20.02.216 20.02.216 20.02.220 20.02.221 | Ballasted Crossover (10 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements La Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station Norwalk Station - Site Elements Tulare Station Tulare Station Gilroy Station Gilroy Station - Site Elements Burbank Station - Site Elements Burbank Station - Site Elements San Jose Station | EA E | \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 \$ 6,667,755 \$ 46,661,775 \$ 46,661,775 \$ 18,939,701 \$ 55,108,000 \$ 19,174,756 \$ 68,723,791 \$ 9,586,063 \$ 61,155,850 \$ 13,393,012 \$ 70,224,925 | \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 \$ 19,305,067 \$ 56,171,089 \$ 19,544,656 \$ 70,049,542 \$ 9,770,987 \$ 62,335,608 \$ 13,651,377 \$ 13,651,377 \$ 17,579,634 | | |
| 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.205 20.02.210 20.02.210 20.02.215 20.02.216 20.02.216 20.02.216 | Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements La Union Station Redwood/Palo Alto Station - Site Elements Norwalk Station - Site Elements Tulare Station Tulare Station Tulare Station Gilroy Station Gilroy Station Gilroy Station - Site Elements Burbank Station - Site Elements Burbank Station - Site Elements | EA E | \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 \$ 6,667,755 \$ 46,561,775 \$ 18,939,701 \$ 55,108,000 \$ 19,174,756 \$ 68,723,791 \$ 9,586,063 \$ 61,155,850 \$ 13,393,012 | \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 \$ 19,305,067 \$ 56,171,089 \$ 19,544,656 \$ 70,049,542 \$ 9,770,987 \$ 62,335,608 \$ 13,651,377 \$ 13,651,377 \$ 17,579,634 | | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter 2009) | UNIT PRICE (3rd Quarter 2010) | FNO-BFD Subsection: F1 - Option 1 - Start | | |
|---------------------------|--|--------------------------|-------------------------------------|-------------------------------------|---|--------------|--|
| | | | 2009) | 2010) | QTY | COST | |
| 20.02.235 | Fresno Station | LS | \$ 65,863,950 | \$ 67,134,532 | | | |
| 20.02.236 | Fresno Station - Site Elements | LS | | \$ 9,825,902 | | | |
| 20.02.240 20.02.241 | Bakersfield Station Bakersfield Station - Site Elements | LS | | \$ 68,948,488 | | | |
| 20.02.241 | Palmdale Station | LS LS | | \$ 12,318,069 \$ 69,466,593 | | | |
| 20.02.246 | Palmdale Station - Site Elements | LS | | \$ 17,083,571 | | | |
| 20.02.250 | Sylmar Station | LS | | \$ 69,466,593 | | | |
| 20.02.251 | Sylmar Station - Site Elements | LS | | \$ 20,956,740 | | | |
| 20.02.300 | At-Grade Station | LS | \$ - | \$ 68,000,000 | | | |
| 20.06 | Pedestrian / bike access and accommodation, landscaping, parking lots | | | | | | |
| 20.06.120 20.06.140 | Pedestrian Access (Cut & Cover) Pedestrian Plaza | LF | \$ 18,340 | \$ 18,694 | | | |
| 20.06.140 | Pedestrian Access, Vertical Structure, 30' Height | SF EA | \$ 33 \$ 287,837 | \$ 34 \$ 293,389 | | | |
| 20.06.210 | Parking - At Grade | STL | \$ 3,330 | \$ 293,389 | | | |
| 20.06.250 | Parking - Structured (Above Grade) | STL | | \$ 22,233 | | | |
| 20.06.800 | Landscaping Allowance | SF | \$ 3 | \$ 3 | | | |
| 20.06.810 | Landscaping Allowance, Guideway | Route Mile | \$ 175,476 | \$ 178,861 | | | |
| 20.07 | Automobile, bus, van accessways including roads | | | | | | |
| 30.02 | Light maintenance facility | | | | | | |
| 30.02.010 | Light Maintenance Facility (LMF) | EA | \$ 105,006,028 | \$ 107,031,700 | | | |
| 30.03 30.03.010 | Heavy maintenance facility Heavy Maintenance Facility (HMF) | ΕΛ | \$ 223,630,679 | \$ 227.044.740 | | | |
| 30.03.010 | Storage or maintenance-of-way building/bases | EA | \$ 223,630,679 | \$ 227,944,740 | | | |
| 30.04.010 | Maintenance of Way Facility (MOWF) | EA | \$ 11,711,592 | \$ 11,937,521 | | | |
| 30.05 | Yard and yard track | | T | | | | |
| 30.05.110 | Ballasted Track - Yard Track | Route Mile | \$ 1,686,767 | \$ 1,719,306 | | | |
| 30.05.200 | Ballasted Turnout, No. 15 | EA | \$ 404,233 | \$ 412,031 | | | |
| 30.05.210 | Ballasted Diamond Crossover, No. 15 | EA | \$ 574,336 | \$ 585,415 | | | |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | TF | \$ 1,283 | \$ 1,308 | | | |
| 40.01 | Demolition, clearing, site preparation | | | | | | |
| 40.01.010 40.01.050 | Demolition Allowance, Bridge Demolition Allowance, Building (1 Story) | SF SF | \$ 26 \$ 14 | \$ 27 \$ 14 | | | |
| 40.01.060 | Demolition Allowance, Building (2 Story) | SF SF | \$ 14 \$ 27 | \$ 14 \$ 28 | | | |
| 40.01.110 | Demolition Allowance, Asphalt Pavement | SY | \$ 56 | \$ 57 | | | |
| 40.01.140 | Demolition Allowance, Concrete Curb | LF | \$ 13 | \$ 13 | | | |
| 40.01.150 | Demolition Allowance, Concrete Sidewalk | SY | \$ 41 | \$ 42 | | | |
| 40.01.810 | Demolition Allowance, Remove Railroad Track | Route Mile | \$ 169,459 | \$ 172,728 | | | |
| 40.01.900 | Miscellanous Excavation & Support Items | LS | \$ 2,224 | \$ 2,267 | | | |
| 40.01.999 | Maintenance Of Traffic | LS | | | | | |
| 40.02 40.02.001 | Site utilities, utility relocation Utility Relocation Allowance, Level 1 | Doute Mile | \$ 1,099,949 | ć 1 121 160 | | | |
| 40.02.002 | Utility Relocation Allowance, Level 2 | Route Mile Route Mile | | \$ 1,121,169 \$ 2,016,593 | | | |
| 40.02.003 | Utility Relocation Allowance, Level 3 | Route Mile | | \$ 3,330,097 | | | |
| 40.02.004 | Utility Relocation Allowance, Level 4 | Route Mile | | \$ 3,981,713 | | | |
| 40.02.005 | Utility Relocation Allowance, Level 5 | Route Mile | \$ 4,927,149 | \$ 5,022,198 | | | |
| 40.02.060 | Major Utility Relocation, Aerial Transmission Line | EA | \$ 8,600,000 | | | | |
| 40.02.050 | Site Utility Allowance | Route Mile | \$ 1,660,257 | \$ 1,692,285 | | | |
| 40.03 40.03.100 | Hazardous material, contaminated soil removal/mitigation, ground water treatm Hazardous Material Removal Allowance, Light | Route Mile | \$ - \$ 188,246 | \$ 191,877 | | | |
| 40.03.105 | Hazardous Material Removal Allowance, Medium | Route Mile | \$ 370,152 | \$ 377,293 | | | |
| 40.03.110 | Hazardous Material Removal Allowance, Heavy | Route Mile | | \$ 566,454 | | | |
| 40.03.150 | Removal of Contaminated Soil | CF | \$ 13 | \$ 14 | | | |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | | \$ - | 3% | | | |
| 40.04.100 | Environmental Mitigation Allowance, Light | Route Mile | \$ 583,755 | \$ 595,016 | | | |
| 40.04.105 | Environmental Mitigation Allowance, Medium | Route Mile | . , , | \$ 1,665,932 | | | |
| 40.04.110 40.05 | Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls | Route Mile | \$ 2,743,574 | \$ 2,796,500 | | | |
| 40.05.012 | Retaining Wall - 1 Wall (12' Avg. Height) | LF | \$ 3,029 | \$ 3,088 | | | |
| 40.05.020 | Retaining Wall - 1 Wall (20' Avg. Height) | LF | \$ 3,944 | \$ 4,020 | | | |
| 40.05.030 | Retaining Wall - 1 Wall (30' Avg. Height) | LF | \$ 5,392 | \$ 5,496 | | | |
| 40.05.111 | Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | LF | \$ 804 | \$ 820 | | | |
| 40.05.112 | Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | LF | \$ 1,551 | \$ 1,581 | | | |
| 40.05.120 | Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | LF | \$ 1,308 | \$ 1,334 | | | |
| 40.05.211 40.05.212 | Sound Wall - 1 Wall (8' Avg. Height) | LF | \$ 205 | \$ 209 | | | |
| 40.05.310 | Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm | LF LF | \$ - \$ 136 | \$ 400 \$ 139 | | | |
| 40.05.400 | Canal Realignments (10' X 8' Trench) | LF LF | \$ 136 | \$ 813 | | | |
| 40.05.401 | Canal Realignments (65' X 10' Trench) | LF | \$ - | \$ 3,251 | | | |
| 40.05.999 | Maintenance Of Traffic | LS | | -, - | | | |
| 40.06 | Temporary facilities and other indirect costs during construction | | | 4% | | | |
| 40.07 | Purchase or lease of real estate | Acre | | | | \$ 84,004,05 | |
| 40.08 | Highway/pedestrian overpass/grade separations | | | | | | |
| 40.08.145a | Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | EA | | \$ 3,577,704 | | | |
| 40.08.146a 40.08.147a | Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment | EA EA | | \$ 3,080,539 \$ 972,574 | | | |
| 40.08.322 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks | EA EA | \$ 3,968,660 | \$ 972,574 \$ 4,045,219 | | | |
| 40.08.324 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | EA | \$ 4,632,802 | \$ 4,722,173 | | | |
| 40.08.326 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 2 tracks | EA | \$ 5,346,429 | \$ 5,449,567 | | | |
| | | EA | -,,3 | \$ 11,324,363 | | | |
| 40.08.341a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 5 spans | LA | | | | | |
| 40.08.341a 40.08.342a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 5 spans Roadway Overcrossing HSR - 4 lane retained fill roadway - 5 spans | EA | | \$ 15,659,613 | | | |

| UNIT PRICE | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | | UNIT PRICE (3rd Quarter | | FNO-BFD Subsection: F1 - Option 1 - Start | |
|------------|---|------------|----------------------------|------------|----------------------------|------------|---|------|
| | | | | 2009) | | 2010) | QTY | COST |
| | Pedstrain Overcrossing | EA | | | \$ | 2,100,000 | | |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | | |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | | |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ | 5,362,896 | | |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ | 723,886 | | |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | | | \$ | 5,805,298 | | |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | | |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | Ś | 4,089,716 | | |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | _ | \$ | 15,000,000 | | |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | _ | Ś | 25,987,089 | | |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | \$ | , , | | |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | | \$ | , , | \$ | 5,615,692 | | |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | | 5,341,703 | | 5,444,750 | | |
| 40.08.144 | Roadway Undercrossing HSR - 4 lane roadway under 4 tracks | EA | \$ | 6,516,967 | \$ | 6,642,686 | | |
| | | EA | \$ | 7,129,564 | \$ | 7,267,100 | | |
| 40.08.510 | Roadway Modification, New AC Paving | SF | \$ | 17 | \$ | 18 | | |
| 40.08.520 | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | SF | \$ | 21 | \$ | 21 | | |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | Route Mile | \$ | 549,929 | \$ | 560,538 | | |
| 40.08.540 | Access Road Entrance Point | EA | \$ | 31,937 | \$ | 32,553 | | |
| 40.08.550 | Streetscaping Allowance | ESF | \$ | 343 | \$ | 350 | | |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert | EA | \$ | - | \$ | 20,000 | | |
| 40.08.999 | Maintenance Of Traffic | LS | | | | | | |
| 50.01 | Wayside signaling equipment | | | | | | | |
| 50.01.010 | Train Controls (ATC) | Route Mile | \$ | 1,128,300 | \$ | 1,150,066 | | |
| 50.01.011 | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | | |
| 50.01.020 | Wayside Protection System | Route Mile | \$ | 108,000 | \$ | 110,083 | | |
| 50.01.021 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 162,000 | \$ | 165,125 | | |
| 50.01.030 | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | |
| 50.05 | Communications | | | | | | | |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | | |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | | |
| 60.02 | Traction power supply: Substations | | | | | | | |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | \$ | 2,471,835 | | |
| 60.02.102 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | \$ | 12,103,061 | | |
| 60.02.101 | Traction Power Supply- 4 Tracks | Route Mile | \$ | 3,881,250 | \$ | 3,956,123 | | |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | | |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | | |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | \$ | 258,784 | | |
| 60.03 | Traction power distribution: Catenary and third rail | | | | | | | |
| 60.03.100 | Traction Power Distribution | Route Mile | \$ | 2,118,800 | \$ | 2,159,674 | | |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | | |
| 60.03.100 | Traction Power Distribution- 4 Tracks | Route Mile | Ś | 3,178,200 | Ś | 3,239,511 | | |

| UNIT PRICE | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: on 1 - Station |
|------------------------|---|--------------------------|----------------------------------|----------------------------------|------|---------------------------------------|
| | | | 2009) | 2010) | QTY | соѕт |
| 10.01 | Track structure: Viaduct | | | | | \$ - |
| 10.01.122 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | \$ 36,624,377 | | \$ - |
| 10.01.123 | Elevated Structure - 1 Track (30' Avg. Pier Ht) | Route Mile | . , , | \$ 46,158,636 | | \$ - |
| 10.01.124 10.01.125 | Elevated Structure - 1 Track (40' Avg. Pier Ht) Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile | | \$ 47,124,486 | | \$ - |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile Route Mile | \$ 47,180,084 \$ 64,502,791 | \$ 48,090,235 \$ 65,747,114 | | \$ - \$ - |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 66,081,681 | \$ 67,356,463 | | \$ - |
| 10.01.222 | Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | | \$ - |
| 10.01.223 | Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 52,578,482 | \$ 53,592,774 | | \$ - |
| 10.01.224 | Elevated Structure - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 53,525,409 | \$ 54,557,967 | | \$ - |
| 10.01.225 | Elevated Structure - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 54,473,243 | \$ 55,524,087 | | \$ - |
| 10.01.226 | Elevated Structure - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 71,796,207 | \$ 73,181,228 | | \$ - |
| 10.01.227 | Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 73,374,892 | \$ 74,790,367 | | \$ - |
| 10.01.242 | Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile | | \$ 84,410,473 | | \$ - |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 101,501,272 | \$ 103,459,333 | | \$ - |
| 10.01.244 10.01.245 | Elevated Structure - 4 Track (40' Avg. Pier Ht) Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile | \$ 103,395,885 \$ 105,253,245 | \$ 105,390,496 \$ 107,283,686 | | \$ - \$ - |
| 10.01.246 | Elevated Structure - 4 Track (60' Avg. Pier Ht) | Route Mile Route Mile | \$ 105,253,245 | \$ 107,283,686 \$ 144,374,910 | | \$ - \$ - |
| 10.01.247 | Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile | \$ 144,884,105 | \$ 147,679,065 | | \$ - |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 39,541,927 | \$ 40,304,730 | | \$ - |
| 10.01.323 | Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 49,862,619 | \$ 50,824,519 | | \$ - |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 50,914,824 | \$ 51,897,022 | | \$ - |
| 10.01.325 | Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 51,967,437 | \$ 52,969,941 | | \$ - |
| 10.01.326 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 62,798,549 | \$ 64,009,996 | | \$ - |
| 10.01.327 | Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 64,181,981 | \$ 65,420,116 | | \$ - |
| 10.01.422 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 47,694,536 | \$ 48,614,611 | | \$ - |
| 10.01.423 | Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 58,014,969 | \$ 59,134,136 | | \$ - |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 59,067,487 | \$ 60,206,958 | | \$ - |
| 10.01.425 | Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 60,120,295 | \$ 61,280,076 | | \$ - |
| 10.01.426 | Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 70,951,046 | \$ 72,319,762 | | \$ - |
| 10.01.427 10.01.431 | Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | Route Mile | \$ 72,334,586 | \$ 73,729,993 | | \$ - |
| 10.01.431 | Elevated Structure (LS-Tall) - 2-Single Tracks (110 Avg. Pier Ht) Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) | Route Mile | \$ 235,649,714 | \$ 240,195,634 | | \$ - |
| 10.01.512 | Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | Route Mile Route Mile | \$ 239,350,822 \$ 70,118,523 | \$ 243,968,140 \$ 71,471,180 | | \$ - \$ - |
| 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 70,118,523 \$ 74,724,468 | \$ 76,165,978 | | \$ - |
| 10.01.514 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | | \$ 77,576,437 | | \$ - |
| 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | | \$ 79,024,523 | | \$ - |
| 10.01.516 | Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 78,976,112 | \$ 80,499,641 | | \$ - |
| 10.01.522 | Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 77,411,338 | \$ 78,904,680 | | \$ - |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 82,017,601 | \$ 83,599,803 | | \$ - |
| 10.01.524 | Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 83,401,267 | \$ 85,010,162 | | \$ - |
| 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 84,822,267 | \$ 86,458,574 | | \$ - |
| 10.01.526 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 86,267,477 | \$ 87,931,664 | | \$ - |
| 10.01.612 | Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 111,218,191 | \$ 113,363,701 | | \$ - |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 116,892,249 | \$ 119,147,218 | | \$ - |
| 10.01.614 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 119,418,218 \$ 121,907,137 | | | \$ - |
| 10.01.622 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) | Route Mile Route Mile | ¢ 121,507,157 | | | \$ - |
| 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | | \$ 120,797,498 \$ 126,581,112 | | \$ - |
| 10.01.624 | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 126,711,251 | \$ 129,155,638 | | \$ - |
| 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | | \$ 131,692,544 | | \$ - |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 131,726,304 | \$ 134,267,437 | | \$ - |
| 10.01.700 | Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 126,282,645 | \$ 128,718,764 | | \$ - |
| 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 131,933,691 | \$ 134,478,825 | | \$ - |
| 10.01.702 | Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 134,449,679 | \$ 137,043,348 | | \$ - |
| 10.01.944 | Elevated Structure - 2 Track w/ 2 Single Trenches | Route Mile | \$ - | \$ - | | \$ - |
| 10.01.950 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile | | \$ 44,848,804 | | \$ - |
| 10.01.951 | PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 58,000,000 | \$ 59,118,878 | | \$ - |
| 10.01.960 | Stream Crossings HST Structure Box Culverts | EA | \$ 20,000 | \$ 20,386 | | \$ - |
| 10.01.999 | Maintenance Of Traffic | LS | Ċ. | | 5% | \$ - |
| 10.02 10.02.013 | Track structure: Major/Movable bridge Bridge Structure - 3 span with 1 Track | Douba Mail- | \$ 47.226.516 | ¢ 40 330 403 | | \$ 2,141,482 |
| 10.02.013 | Bridge Structure - 3 span with 1 Track Bridge Structure - 3 span with 2 Track | Route Mile | \$ 47,326,516 \$ 66,899,099 | \$ 48,239,492 | | \$ - |
| 10.02.023 | Bridge Structure - 3 span with 2 Track Bridge Structure - 3 span with 4 Track | Route Mile Route Mile | \$ 66,899,099 \$ 100,045,360 | \$ 68,189,650 \$ 101,975,335 | 0.02 | \$ - \$ 2,039,507 |
| 10.02.044a | Bridge Structure - 2 Track Steel Truss Bridges | Route Mile | \$ 100,045,360 | \$ 101,975,535 | 0.02 | \$ 2,039,507 |
| 10.02.045a | Bridge Structure - SJVR Spur - Trench Cover | EA | \$ - | \$ 1,564,672 | | \$ - |
| 10.02.046a | Bridge Structure - SJVR Spur - Rail Bridge | EA | \$ - | \$ 1,289,565 | | \$ - |
| 10.02.047a | Bridge Structure - Dry Creek Canal Water bridge | EA | \$ - | \$ 3,283,677 | | \$ - |
| 10.02.999 | Maintenance Of Traffic | LS | | | 5% | \$ 101,975 |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) | | \$ - | | | \$ 4,479,896 |
| 10.05.111 | At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) | Route Mile | | \$ 1,956,206 | | \$ - |
| 10.05.112 | At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,040,609 | \$ 3,099,266 | | \$ - |
| 10.05.113 | At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) | Route Mile | \$ 4,437,362 | \$ 4,522,964 | | \$ - |
| 10.05.114 | At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 6,095,891 | \$ 6,213,487 | | \$ - |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 2,527,904 | \$ 2,576,670 | | \$ - |
| 10.05.122 | At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,873,994 | \$ 3,948,727 | | \$ - |
| 10.05.123 10.05.124 | At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 5,488,286 | \$ 5,594,161 | | \$ - |
| 10.05.124 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 7,375,140 | \$ 7,517,413 | | \$ - |
| | At-Grade Track-bed in Cut - 2 Track (40 Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile Route Mile | \$ 17,706,798 \$ 32,673,082 | \$ 18,048,380 \$ 33,303,379 | | \$. |
| 10.05.128 | | | 34.073.062 | 2005,5/9 | | |

| UNIT PRICE | DESCRIPTION | UNIT | | NIT PRICE rd Quarter | UNIT PRICE (3rd Quarter | Sul | NO-BFD bsection: ion 1 - Station |
|--|--|---------------------------|----------|----------------------------|----------------------------------|------|--|
| | | | | 2009) | 2010) | QTY | COST |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ | 77,047,580 | \$ 78,533,905 | | \$ - |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | \$ | 3,555,979 | | 0.49 | \$ 1,776,043 |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ | | \$ 5,098,660 | 0.35 | \$ 1,784,531 |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ | 1,255,789 | \$ 1,280,015 | Į. | \$ - |
| 10.05.212 10.05.213 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) | Route Mile | \$ | 1,824,123 | | Į. | \$ - \$ - |
| 10.05.214 | At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile Route Mile | \$ \$ | 2,574,079 3,508,477 | \$ 2,623,735 \$ 3,576,159 | Į | \$ - |
| 10.05.221 | At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) | Route Mile | \$ | 1,804,472 | \$ 1,839,282 | Į | \$ - |
| 10.05.222 | At-Grade Track-bed in Fill - 2 Track (10' Avg. Fill Ht) | Route Mile | \$ | 2,514,964 | \$ 2,563,480 | Į | \$ - |
| 10.05.223 | At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile | \$ | 3,420,413 | \$ 3,486,396 | Į | \$ - |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ | 4,498,944 | \$ 4,585,733 | Į. | \$ - |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ | 10,874,062 | \$ 11,083,833 | Į | \$ - |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ | 20,392,304 | \$ 20,785,692 | Į | \$ - |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ | 33,180,092 | \$ 33,820,169 | Į | \$ - |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ | 48,985,268 | | | \$ - |
| 10.05.241 10.05.261 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | \$ | 2,473,684 | \$ 2,521,404 | 0.28 | \$ 705,993 |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile Route Mile | \$ \$ | 3,162,050 | \$ 3,223,050 \$ 5,546,070 | Į. | \$ - \$ - |
| 10.05.999 | Maintenance Of Traffic | LS | ې | 5,441,105 | \$ 5,546,070 | 5% | \$ 213,328 |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | LS | | | | 370 | \$ - |
| 10.06.210 | At-Grade Track-bed with Closed Drainage - 1 Track | Route Mile | \$ | 1,366,385 | \$ 1,392,744 | | \$ - |
| 10.06.220 | At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | \$ | 2,168,933 | | | \$ - |
| 10.06.230 | At-Grade Track-bed with Closed Drainage - 3 Track | Route Mile | \$ | 2,660,843 | \$ 2,712,173 | | \$ - |
| 10.06.240 | At-Grade Track-bed with Closed Drainage - 4 Track | Route Mile | \$ | 3,039,420 | \$ 3,098,053 | Į | \$ - |
| 10.06.999 | Maintenance Of Traffic | LS | | | | 5% | \$ - |
| 10.07 | Track structure: Tunnel | | | | | | \$ - |
| 10.07.101 | TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ | 121,440,000 | . , , | Į | \$ - |
| 10.07.102 10.07.103 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ | 179,520,000 | | Į | \$ - |
| 10.07.103 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | \$ | 158,400,000 | \$ 161,455,695 | Į | \$ - \$ - |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile Route Mile | \$ | 300,960,000 227,040,000 | \$ 306,765,821 \$ 231,419,830 | Į | \$ - |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ | 205,920,000 | \$ 209,892,404 | Į | \$ - |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ | 464,640,000 | \$ 473,603,373 | Į | \$ - |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | \$ | 147,840,000 | \$ 150,691,982 | Į | \$ - |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ | 364,320,000 | \$ 371,348,099 | Į | \$ - |
| 10.07.205 | D&B Double Track Tunnel 50ft ID in hard rock (competent) | Route Mile | \$ | 232,320,000 | \$ 236,801,686 | Į | \$ - |
| 10.07.206 | D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile | \$ | 485,760,000 | \$ 495,130,799 | Į. | \$ - |
| 10.07.301 | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile | \$ | 374,880,000 | | Į | \$ - |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ | 454,080,000 | \$ 462,839,659 | Į | \$ - |
| 10.07.303 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ | 269,280,000 | \$ 274,474,682 | Į | \$ - |
| 10.07.304 10.07.305 | SEM Double Track Tunnel 40ft ID in soft ground (poor) SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile Route Mile | \$ \$ | 306,240,000 396,000,000 | \$ 312,147,677 \$ 403,639,238 | Į | \$ - \$ - |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (poor) | Route Mile | \$ | 448,800,000 | \$ 457,457,803 | Į | \$ - |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile | \$ | 237,600,000 | \$ 242,183,543 | Į. | \$ - |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ | 274,560,000 | | Į | \$ - |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ | 179,520,000 | | Į | \$ - |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ | 248,160,000 | \$ 252,947,256 | Į | \$ - |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) | Route Mile | \$ | 290,400,000 | | Į | \$ - |
| 10.07.406 | RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ | 401,280,000 | \$ 409,021,094 | Į. | \$ - |
| 10.07.207 | D&B Cross Passage conservative cost in rock | Linear Feet | \$ | 28,000 | \$ 28,540 | Į. | \$ - |
| 10.07.407 10.07.501 | RH Cross Passage conservative cost in soft rock Cross Passage in Soft Ground (competent) | Linear Feet | \$ | 25,000 | \$ 25,482 | Į | \$ - |
| 10.07.501 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ | 33,000 84,000 | \$ 33,637 | Į | \$ - \$ - |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Linear Feet Route Mile | \$ | 90,688,401 | \$ 85,620 \$ 92,437,871 | Į | \$ - |
| 10.07.115 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile | \$ | 107,082,440 | \$ 109,148,168 | | \$ - |
| 10.07.116 | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile | \$ | 135,385,066 | \$ 137,996,780 | | \$ - |
| 10.07.214 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ | 141,194,360 | \$ 143,918,141 | | \$ - |
| 10.07.215 | Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ | 163,855,983 | | 1 | \$ - |
| 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ | 202,718,337 | \$ 206,628,977 | | \$ - |
| | Cut & Cover Box - 2 Track/ 2 Box (40' Avg. Exc Depth) | Route Mile | \$ | 189,027,415 | \$ 192,673,943 | | \$ - |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile | \$ | 221,996,334 | | | \$ - |
| 10.07.226 10.07.414 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ | 278,841,077 | \$ 284,220,202 | | \$ - |
| 10.07.414 | Cut & Cover Box - 4 Track / 1 Box (40 Avg. Exc Depth) Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) | Route Mile Route Mile | \$ | 206,677,660 237,737,305 | \$ 210,664,680 \$ 242,323,497 | | \$ - \$ - |
| 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ | 291,302,754 | \$ 296,922,277 | | \$ - |
| 10.07.526a | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile | \$ | - | \$ 434,924,098 | | \$ - |
| 10.07.801 | Ventilation Shaft | VF | \$ | 13,627 | \$ 13,890 | | \$ - |
| 10.07.802 | Mid-Line Ventilation Structure | LS | \$ | 8,742,980 | \$ 8,911,641 | | \$ - |
| 10.07.803 | Tunnel Portal Structure | LS | \$ | 8,089,108 | \$ 8,245,155 | | \$ - |
| 10.07.805 | Emergency Access Shaft | VF | \$ | 22,520 | \$ 22,954 | | \$ - |
| 10.07.850 10.07.901 | Pumping Station Mechanical & Electrical Allowance for Underground (Single) | EA Pouto Milo | \$ | 212,310 | | | \$ - |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) Mechanical & Electrical Allowance for Underground (Double) | Route Mile Route Mile | \$ \$ | 7,354,997 14,710,177 | \$ 7,496,882 \$ 14,993,951 | | \$ - \$ - |
| | Ventilation Equipment Allowance | EA | \$ | 2,211,105 | \$ 14,993,951 | | \$ - |
| 10.07.920 | | Route Mile | \$ | 210,906,243 | \$ 214,974,836 | | \$ - |
| | Double Deck - 2 Track Trench on Top of 2 Track C&C Box | | 1 ' | | | 1 | |
| 10.07.920 | Allowance for Construction Monitoring | Route Mile | \$ | 145,939 | \$ 148,754 | | \$ - |
| 10.07.920 10.07.922 | | Route Mile | \$ | 145,939 | \$ 148,754 | | \$ - \$ - |
| 10.07.920 10.07.922 10.07.950 10.08 10.08.211 | Allowance for Construction Monitoring Track structure: Retaining walls and systems Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) | Route Mile Route Mile | \$ | 25,829,576 | \$ 26,327,855 | | \$ - |
| 10.07.920 10.07.922 10.07.950 10.08 | Allowance for Construction Monitoring Track structure: Retaining walls and systems | | | | \$ 26,327,855 \$ 68,889,927 | | \$ - |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: ion 1 - Station |
|--|---|--------------------------|----------------------------------|----------------------------------|------|--|
| | | | 2009) | 2010) | QTY | соѕт |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,868 | \$ 93,174,275 | | \$ - |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | \$ 163,304,293 | \$ 166,454,597 | | \$ - |
| 10.08.224 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 291,740,935 | | | \$ - |
| 10.08.241 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | Route Mile | \$ 47,685,463 | | | \$ - |
| 10.08.242 | Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) | Route Mile | \$ 111,376,696 | | | \$ - |
| 10.08.243 10.08.344 | Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile | \$ 192,038,567 | \$ 195,743,184 | | \$ - \$ - |
| 10.08.346 | Retained Cut, Staged Trench - 4 Track (40 Avg. Exc Depth) Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile Route Mile | \$ 295,374,114 \$ 356,356,513 | \$ 301,072,178 \$ 363,230,988 | | \$ - |
| 10.08.411 | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 8,667,052 | \$ 8,834,248 | | \$ - |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 24,952,856 | \$ 25,434,222 | | \$ - |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 43,794,002 | \$ 44,638,832 | | \$ - |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,335,195 | | | \$ - |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,915,008 | \$ 26,414,935 | | \$ - |
| 10.08.423 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 45,060,437 | \$ 45,929,698 | | \$ - |
| 10.08.432 | Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,723,268 | | | \$ - |
| 10.08.441 | Retained Fill, Walls Both Sides - 4 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,573,053 | \$ 9,757,727 | | \$ - |
| 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 26,163,983 | \$ 26,668,712 | | \$ - |
| 10.08.461 | Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,858,094 | \$ 10,048,266 | 50/ | \$ - |
| 10.08.999 | Maintenance Of Traffic | LS | ė | | 5% | \$ - |
| 10.09 10.09.110 | Track new construction: Conventional ballasted Ballasted Track - 1 Track | Route Mile | \$ - \$ 1,820,565 | \$ 1,855,686 | | \$ 5,968,448 \$ - |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | \$ 1,820,565 | \$ 1,855,686 | | \$ - |
| 10.09.120 | Ballasted Track - 2 Track | Route Mile | \$ 3,416,549 | \$ 3,482,458 | | \$ - |
| 10.09.122 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile | \$ 2,423,901 | \$ 2,470,660 | | \$ - |
| 10.09.240 | Ballasted Track - 2 Track (Station Track) | Route Mile | \$ 7,244,923 | \$ 7,384,685 | | \$ - |
| 10.09.132 | Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | \$ 3,580,069 | \$ 3,649,132 | | \$ - |
| 10.09.142 | Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ 4,521,614 | \$ 4,608,840 | 0.77 | \$ 3,548,807 |
| 10.09.162 | Ballasted Track (Track Laying Machine) - 6 Track | Route Mile | \$ 6,782,421 | \$ 6,913,261 | 0.35 | \$ 2,419,641 |
| 10.09.810 | Ballasted Freight Track - 1 Track | Route Mile | \$ 1,554,241 | \$ 1,584,224 | | \$ - |
| 10.09.820 | Ballasted Freight Track - 2 Track | Route Mile | \$ 3,089,739 | \$ 3,149,343 | | \$ - |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile | \$ 4,645,413 | \$ 4,735,027 | | \$ - |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile | \$ 91,367 | \$ 93,129 | | \$ - |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ 162,843 | \$ 165,985 | | \$ - |
| 10.09.922 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile | \$ 325,778 | \$ 332,063 | | \$ - |
| 10.09.923 10.09.924 | Ballasted Track Relocation - 3 Track (Permanent) Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ 488,667 | \$ 498,094 | | \$ - |
| 10.10 | Track new construction: Non-ballasted | Route Mile | \$ 651,556 | \$ 664,125 | | \$ - \$ 148,691 |
| 10.10.110 | Direct Fixation Track - 1 Track | Route Mile | \$ 1,812,497 | \$ 1,847,462 | | \$ 148,031 |
| 10.10.120 | Direct Fixation Track - 2 Track | Route Mile | \$ 3,624,438 | | | \$ - |
| 10.10.140 | Direct Fixation Track - 4 Track | Route Mile | \$ 7,293,868 | | 0.02 | \$ 148,691 |
| 10.10.210 | Independent Dual Block Track - 1 Track | Route Mile | \$ 3,338,726 | \$ 3,403,134 | | \$ - |
| 10.10.220 | Independent Dual Block Track - 2 Track | Route Mile | \$ 6,676,744 | \$ 6,805,545 | | \$ - |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile | \$ 13,353,468 | \$ 13,611,070 | | \$ - |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | | \$ - | | | \$ 8,877,727 |
| 10.14.100 | Direct Fixation Turnout (60 MPH) | EA | \$ 477,018 | | | \$ - |
| 10.14.105 | Direct Fixation Turnout (80 MPH) | EA | \$ 630,650 | | | \$ - |
| 10.14.110 | Direct Fixation Turnout (110 MPH) | EA | \$ 887,327 | | | \$ - |
| 10.14.115 10.14.130 | Direct Fixation Turnout (150 MPH) Direct Fixation Crossover (60 MPH) | EA | \$ 1,220,877 | | | \$ - |
| 10.14.135 | Direct Fixation Crossover (80 MPH) | EA EA | \$ 879,265 \$ 1,188,515 | | | \$ - \$ - |
| 10.14.140 | Direct Fixation Crossover (110 MPH) | EA | \$ 1,647,309 | | | \$ - |
| 10.14.145 | Direct Fixation Crossover (150 MPH) | EA | \$ 2,254,990 | | | \$ - |
| 10.14.199 | Ballasted Turnout (25 MPH) | EA | \$ 130,500 | \$ 133,017 | 2.00 | \$ 266,035 |
| 10.14.200 | Ballasted Turnout (60 MPH) | EA | \$ 396,172 | | | \$ - |
| 10.14.205 | Ballasted Turnout (80 MPH) | EA | \$ 533,623 | | | \$ - |
| 10.14.210 | Ballasted Turnout (110 MPH) | EA | \$ 739,770 | | 4.00 | \$ 3,016,164 |
| 10.14.215 | Ballasted Turnout (150 MPH) | EA | \$ 1,012,686 | \$ 1,032,221 | | \$ - |
| 10.14.300 | Ballasted Crossover (60 MPH) | EA | \$ 731,709 | | | \$ - |
| 10.14.305 | Ballasted Crossover (80 MPH) | EA | \$ 986,399 | | | \$ - |
| 10.14.310 | Ballasted Crossover (110 MPH) | EA | \$ 1,372,407 | \$ 1,398,882 | 4.00 | \$ 5,595,528 |
| 10.14.315 | Ballasted Crossover (150 MPH) Terminal - Bumping Post | EA | \$ 1,877,814 | | | \$ - |
| 10.14.400 | | EA | \$ 27,763 | \$ 28,299 | | \$ - |
| 20.01 20.01.100 | Station buildings: Intercity passenger rail only Anaheim Station | LS | \$ 94,508,725 | \$ 96,331,893 | | \$ 76,960,434 |
| 20.01.105 | Millbrae Station | LS | \$ 94,508,725 | | | \$ - \$ - |
| 20.01.105 | Millbrae Station - Site Elements | LS | \$ 24,939,819 | | | \$ - |
| 20.01.110 | LA Union Station | LS | \$ 193,627,800 | \$ 197,363,075 | | \$ - |
| 20.02.200 | Redwood/Palo Alto Station | LS | \$ 51,451,014 | | | \$ - |
| 20.02.201 | Redwood/Palo Alto Station - Site Elements | LS | \$ 6,667,755 | | | \$ - |
| 20.02.205 | Norwalk Station | LS | \$ 46,561,775 | | | \$ - |
| 20.02.206 | Norwalk Station - Site Elements | LS | \$ 18,939,701 | \$ 19,305,067 | | \$ - |
| 20.02.210 | Tulare Station | LS | \$ 55,108,000 | \$ 56,171,089 | | \$ - |
| 20.02.211 | Tulare Station - Site Elements | LS | \$ 19,174,756 | | | \$ - |
| 20.02.215 | Gilroy Station | LS | \$ 68,723,791 | | | \$ - |
| | Gilroy Station - Site Elements | LS | \$ 9,586,063 | | | \$ - |
| 20.02.216 | | LS | \$ 61,155,850 | | Ì | \$ - |
| 20.02.216 20.02.220 | Burbank Station | | | | | |
| 20.02.216 20.02.220 20.02.221 | Burbank Station - Site Elements | LS | \$ 13,393,012 | | | \$ - |
| 20.02.216 20.02.220 20.02.221 20.02.225 | Burbank Station - Site Elements San Jose Station | LS LS | \$ 13,393,012 \$ 70,224,925 | \$ 71,579,634 | | \$ - |
| 20.02.216 20.02.220 20.02.221 | Burbank Station - Site Elements | LS | \$ 13,393,012 | \$ 71,579,634 \$ 11,667,841 | | 1 · |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | | INIT PRICE and Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFI bsection ion 1 - S | |
|---------------------------|---|------------------|----|---------------------------|------------------------------|------------|---------------------------------|-------------------|
| | | | | 2009) | 2010) | QTY | | COST |
| 20.02.235 | Fresno Station | LS | \$ | 65,863,950 | \$ 67,134,532 | 1.00 | \$ | 67,134,53 |
| 20.02.236 | Fresno Station - Site Elements | LS | \$ | 9,639,938 | | 1.00 | \$ | 9,825,90 |
| 20.02.240 20.02.241 | Bakersfield Station Bakersfield Station - Site Elements | LS LS | \$ | 67,643,575 12,084,938 | | | \$ | |
| 20.02.241 | Palmdale Station | LS | \$ | 68,151,875 | | | Ş | |
| 20.02.246 | Palmdale Station - Site Elements | LS | \$ | 16,760,249 | \$ 17,083,571 | | \$ | |
| 20.02.250 | Sylmar Station | LS | \$ | 68,151,875 | \$ 69,466,593 | | \$ | |
| 20.02.251 | Sylmar Station - Site Elements | LS | \$ | 20,560,115 | \$ 20,956,740 | | \$ | |
| 20.02.300 | At-Grade Station | LS | \$ | - | \$ 68,000,000 | | \$ | 2,153,18 |
| 20.06 20.06.120 | Pedestrian / bike access and accommodation, landscaping, parking lots Pedestrian Access (Cut & Cover) | LF | \$ | 18,340 | \$ 18,694 | | \$ | 2,153,18 |
| 20.06.140 | Pedestrian Plaza | SF | \$ | 33 | \$ 34 | 35,000.00 | \$ | 1,176,38 |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | \$ | 287,837 | \$ 293,389 | 1.00 | \$ | 293,38 |
| 20.06.210 | Parking - At Grade | STL | \$ | 3,330 | \$ 3,394 | | \$ | |
| 20.06.250 | Parking - Structured (Above Grade) | STL | \$ | 21,812 | \$ 22,233 | | \$ | |
| 20.06.800 20.06.810 | Landscaping Allowance Landscaping Allowance, Guideway | SF Boute Mile | \$ | 175 476 | \$ 3 | 150,000.00 | \$ | 504,54 |
| 20.07 | Automobile, bus, van accessways including roads | Route Mile | \$ | 175,476 | \$ 178,861 | 1.00 | \$ | 178,86 |
| 30.02 | Light maintenance facility | | | | | | \$ | |
| 30.02.010 | Light Maintenance Facility (LMF) | EA | \$ | 105,006,028 | \$ 107,031,700 | | \$ | |
| 30.03 | Heavy maintenance facility | | | | | | \$ | |
| 30.03.010 | Heavy Maintenance Facility (HMF) | EA | \$ | 223,630,679 | \$ 227,944,740 | | \$ | |
| 30.04 | Storage or maintenance-of-way building/bases Maintenance of Way Facility (MOWF) | F.A. | , | 44 744 502 | ć 44.027.524 | | \$ | |
| 30.04.010 30.05 | Yard and vard track | EA | \$ | 11,711,592 | \$ 11,937,521 | | \$ | |
| 30.05.110 | Ballasted Track - Yard Track | Route Mile | \$ | 1,686,767 | \$ 1,719,306 | | \$ | |
| 30.05.200 | Ballasted Turnout, No. 15 | EA | \$ | 404,233 | \$ 412,031 | | \$ | |
| 30.05.210 | Ballasted Diamond Crossover, No. 15 | EA | \$ | 574,336 | \$ 585,415 | | \$ | |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | TF | \$ | 1,283 | \$ 1,308 | | \$ | |
| 40.01 | Demolition, clearing, site preparation | | | | | | \$ | 1,342,03 |
| 40.01.010 40.01.050 | Demolition Allowance, Bridge Demolition Allowance, Building (1 Story) | SF SF | \$ | 26 14 | \$ 27 \$ 14 | 37,600.00 | \$ \$ | 1,001,6 |
| 40.01.060 | Demolition Allowance, Building (2 Story) | SF | \$ | 27 | \$ 28 | | \$ | |
| 40.01.110 | Demolition Allowance, Asphalt Pavement | SY | \$ | 56 | \$ 57 | 4,852.00 | \$ | 276,4 |
| 40.01.140 | Demolition Allowance, Concrete Curb | LF | \$ | 13 | \$ 13 | , | \$ | , |
| 40.01.150 | Demolition Allowance, Concrete Sidewalk | SY | \$ | 41 | \$ 42 | | \$ | |
| 40.01.810 | Demolition Allowance, Remove Railroad Track | Route Mile | \$ | 169,459 | \$ 172,728 | | \$ | |
| 40.01.900 40.01.999 | Miscellanous Excavation & Support Items Maintenance Of Traffic | LS | \$ | 2,224 | \$ 2,267 | F0/ | \$ | 62.00 |
| 40.01.999 | Site utilities, utility relocation | LS | | | | 5% | \$ | 63,90 3,515,53 |
| 40.02.001 | Utility Relocation Allowance, Level 1 | Route Mile | \$ | 1,099,949 | \$ 1,121,169 | | \$ | 3,313,33 |
| 40.02.002 | Utility Relocation Allowance, Level 2 | Route Mile | \$ | 1,978,427 | | | \$ | |
| 40.02.003 | Utility Relocation Allowance, Level 3 | Route Mile | \$ | 3,267,072 | \$ 3,330,097 | | \$ | |
| 40.02.004 | Utility Relocation Allowance, Level 4 | Route Mile | \$ | 3,906,355 | \$ 3,981,713 | | \$ | |
| 40.02.005 40.02.060 | Utility Relocation Allowance, Level 5 Major Utility Relocation, Aerial Transmission Line | Route Mile | \$ | 4,927,149 | \$ 5,022,198 | 0.70 | \$ | 3,515,5 |
| 40.02.050 | Site Utility Allowance | EA Route Mile | \$ | 8,600,000 1,660,257 | | | \$ | |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatm | | \$ | | 7 1,032,203 | | \$ | |
| 40.03.100 | Hazardous Material Removal Allowance, Light | Route Mile | \$ | 188,246 | \$ 191,877 | | \$ | |
| 40.03.105 | Hazardous Material Removal Allowance, Medium | Route Mile | \$ | 370,152 | \$ 377,293 | | \$ | |
| 40.03.110 | Hazardous Material Removal Allowance, Heavy | Route Mile | \$ | 555,734 | \$ 566,454 | | \$ | |
| 40.03.150 | Removal of Contaminated Soil | CF | \$ | 13 | \$ 14 | | \$ | F 054.6 |
| 40.04 40.04.100 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light | Route Mile | \$ | 583,755 | 3% \$ 595,016 | | \$ | 5,854,6 |
| 40.04.105 | Environmental Mitigation Allowance, Medium | Route Mile | \$ | 1,634,403 | \$ 1,665,932 | | Ś | |
| 40.04.110 | Environmental Mitigation Allowance, Heavy | Route Mile | \$ | 2,743,574 | \$ 2,796,500 | | \$ | |
| 40.05 | Site structures including retaining walls, sound walls | | \$ | - | | | \$ | |
| 40.05.012 | Retaining Wall - 1 Wall (12' Avg. Height) | LF | \$ | 3,029 | \$ 3,088 | | \$ | |
| 40.05.020 40.05.030 | Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) | LF | \$ | 3,944 | \$ 4,020 | | \$ | |
| 40.05.030 | Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | LF LF | \$ | 5,392 804 | \$ 5,496 \$ 820 | | \$ | |
| 40.05.111 | Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | LF LF | \$ | 1,551 | \$ 820 \$ 1,581 | | \$ | |
| 40.05.120 | Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | LF | \$ | 1,308 | \$ 1,334 | | \$ | |
| 40.05.211 | Sound Wall - 1 Wall (8' Avg. Height) | LF | \$ | 205 | \$ 209 | | \$ | |
| 40.05.212 | Sound Wall - 1 Wall (16' Avg. Height) | LF | \$ | - | \$ 400 | | \$ | |
| 40.05.310 | Intrusion Protection Berm | LF | \$ | 136 | \$ 139 | | \$ | |
| 40.05.400 40.05.401 | Canal Realignments (10' X 8' Trench) | LF | \$ | - | \$ 813 | | \$ | |
| 40.05.401 | Canal Realignments (65' X 10' Trench) Maintenance Of Traffic | LF LS | \$ | - | \$ 3,251 | 5% | \$ | |
| 40.06 | Temporary facilities and other indirect costs during construction | | | | 4% | 3/0 | \$ | 7,806,1 |
| 40.07 | Purchase or lease of real estate | Acre | | | | | \$ | 29,648,4 |
| 40.08 | Highway/pedestrian overpass/grade separations | | | | | | \$ | 89,567,4 |
| 40.08.145a | Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | EA | | | \$ 3,577,704 | | \$ | |
| 40.08.146a | Roadway Undercrossing HSR - SR 43 on H alignment | EA | 1 | | \$ 3,080,539 | | \$ | |
| 40.08.147a | Roadway Undercrossing HSR - Private Road on H Alignment | EA | _ | 2.000.000 | \$ 972,574 | 3.00 | \$ | 40 405 5 |
| 40.08.322 40.08.324 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | EA EA | \$ | 3,968,660 4,632,802 | \$ 4,045,219 \$ 4,722,173 | 3.00 | \$ | 12,135,6 |
| 40.08.324 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 2 tracks | EA EA | \$ | 4,632,802 5,346,429 | \$ 4,722,173 \$ 5,449,567 | | \$ | |
| · · · · | | EA | ۲ | 3,340,423 | \$ 11,324,363 | | \$ | |
| 40.08.341a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 5 spans | | | | | | | |
| 40.08.341a 40.08.342a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 5 spans Roadway Overcrossing HSR - 4 lane retained fill roadway - 5 spans | EA | | | \$ 15,659,613 | | \$ | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | _ | UNIT PRICE (3rd Quarter | | UNIT PRICE 3rd Quarter | FNO-BFD Subsection: F1 Option 1 - Station | | |
|---------------------------|---|------------|----|----------------------------|----|---------------------------|---|----|------------|
| ELEWIENI | | | | 2009) | | 2010) | QTY | | COST |
| | Pedstrain Overcrossing | EA | İ | | \$ | 2,100,000 | 2.00 | \$ | 4,200,000 |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | | \$ | - |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | 2.00 | \$ | 33,912,810 |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | \$ | - |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | \$ | - |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | \$ | - |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | \$ | - |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ | 5,362,896 | | \$ | - |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | \$ | - |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ | 723,886 | | \$ | - |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | | | \$ | 5,805,298 | | \$ | - |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | | \$ | - |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | \$ | 4,089,716 | | \$ | - |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | _ | \$ | 15,000,000 | | Ś | _ |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | _ | Ś | 25,987,089 | | Ś | _ |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | ' | 5,615,692 | | Ś | _ |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | EA | \$ | | \$ | 5,444,750 | | Ś | - |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | \$ | 6,516,967 | \$ | 6,642,686 | | Š | - |
| 40.08.144 | Roadway Undercrossing HSR - 4 lane roadway under 4 tracks | EA | \$ | 7,129,564 | \$ | 7,267,100 | | \$ | - |
| 40.08.510 | Roadway Modification, New AC Paving | SF | \$ | 7,129,564 | \$ | 7,267,100 | 48,899.00 | \$ | 866,460 |
| 40.08.520 | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | SF | \$ | 21 | \$ | 21 | , | \$ | 6,091,725 |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | Route Mile | \$ | 549,929 | \$ | | 283,927.00 | | |
| 40.08.540 | Access Road Entrance Point | | \$ | 31,937 | | 560,538 | 0.14 | \$ | 81,214 |
| 40.08.550 | Streetscaping Allowance | EA | | , | \$ | 32,553 | 4.00 | \$ | 130,210 |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert | ESF | \$ | 343 | \$ | 350 | | \$ | - |
| 40.08.999 | Maintenance Of Traffic | EA LS | > | - | Ş | 20,000 | F0/ | \$ | 4 305 440 |
| | | LS | | | | | 5% | | 4,265,119 |
| 50.01 50.01.010 | Wayside signaling equipment Train Controls (ATC) | Route Mile | _ | 4 420 200 | ć | 1 150 066 | | \$ | 2,154,856 |
| 50.01.010 | Train Controls (ATC) - 4 Tracks | | \$ | 1,128,300 | | 1,150,066 | | \$ | 4 000 042 |
| 50.01.011 | Wayside Protection System | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | 1.14 | \$ | 1,966,613 |
| 50.01.020 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 108,000 | \$ | 110,083 | | | 400.040 |
| 50.01.021 | | Route Mile | \$ | 162,000 | \$ | 165,125 | 1.14 | \$ | 188,243 |
| | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | \$ | - |
| 50.05 | Communications | | _ | | | | | \$ | 278,878 |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | | \$ | |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | 1.14 | \$ | 278,878 |
| 60.02 | Traction power supply: Substations | | _ | | | | | \$ | 4,768,764 |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | | 2,471,835 | | \$ | - |
| 60.02.102 60.02.101 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | \$ | 12,103,061 | | \$ | |
| | Traction Power Supply- 4 Tracks | Route Mile | \$ | 3,881,250 | | 3,956,123 | 1.14 | \$ | 4,509,980 |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | | \$ | - |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | | \$ | - |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | \$ | 258,784 | 1.00 | \$ | 258,784 |
| 60.03 | Traction power distribution: Catenary and third rail | | | | | | | \$ | 3,693,042 |
| 60.03.100 | Traction Power Distribution | Route Mile | \$ | 2,118,800 | | 2,159,674 | | \$ | - |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | | \$ | - |
| 60.03.100 | Traction Power Distribution- 4 Tracks | Route Mile | \$ | 3,178,200 | \$ | 3,239,511 | 1.14 | \$ | 3,693,042 |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: otion 1 - End |
|------------------------|---|--------------------------|----------------------------------|----------------------------------|------|--------------------------------------|
| | | | 2009) | 2010) | QTY | cost |
| 10.01 | Track structure: Viaduct | | | | | \$ 63,430,571 |
| 10.01.122 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | | | \$ |
| 10.01.123 | Elevated Structure - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 45,285,042 | \$ 46,158,636 | | \$ |
| 10.01.124 10.01.125 | Elevated Structure - 1 Track (40' Avg. Pier Ht) Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile Route Mile | \$ 46,232,612 \$ 47,180,084 | | | \$. |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 64,502,791 | \$ 48,090,235 \$ 65,747,114 | | \$ |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 66,081,681 | \$ 67,356,463 | | \$ |
| 10.01.222 | Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | | \$ |
| 10.01.223 | Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 52,578,482 | \$ 53,592,774 | 0.21 | \$ 11,254,482 |
| 10.01.224 | Elevated Structure - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 53,525,409 | \$ 54,557,967 | 0.27 | \$ 14,730,651 |
| 10.01.225 10.01.226 | Elevated Structure - 2 Track (50' Avg. Pier Ht) Elevated Structure - 2 Track (60' Avg. Pier Ht) | Route Mile | | \$ 55,524,087 | 0.62 | \$ 34,424,934 |
| 10.01.227 | Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile Route Mile | \$ 71,796,207 \$ 73,374,892 | \$ 73,181,228 \$ 74,790,367 | | \$ 5 |
| 10.01.242 | Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile | | \$ 84,410,473 | | \$ |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 101,501,272 | \$ 103,459,333 | | \$ |
| 10.01.244 | Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 103,395,885 | \$ 105,390,496 | | \$ |
| 10.01.245 | Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile | \$ 105,253,245 | \$ 107,283,686 | | \$ |
| 10.01.246 | Elevated Structure - 4 Track (60' Avg. Pier Ht) | Route Mile | | \$ 144,374,910 | | \$ |
| 10.01.247 10.01.322 | Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile | \$ 144,884,105 | \$ 147,679,065 | | \$ |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 39,541,927 \$ 49,862,619 | \$ 40,304,730 \$ 50,824,519 | | \$ |
| 10.01.323 | Elevated Structure (LS) - 1 Track (30 Avg. Pier Ht) Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 49,862,619 | | | \$ |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40 Avg. Pier Ht) Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile Route Mile | \$ 50,914,824 \$ 51,967,437 | \$ 51,897,022 \$ 52,969,941 | | \$ |
| 10.01.326 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile | | \$ 64,009,996 | | \$ |
| 10.01.327 | Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 64,181,981 | \$ 65,420,116 | | \$ |
| 10.01.422 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 47,694,536 | \$ 48,614,611 | | \$ |
| 10.01.423 | Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 58,014,969 | \$ 59,134,136 | | \$ |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile | | \$ 60,206,958 | | \$ |
| 10.01.425 | Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile | | \$ 61,280,076 | | \$ |
| 10.01.426 | Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 70,951,046 | \$ 72,319,762 | | \$ |
| 10.01.427 | Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) | Route Mile | | \$ 73,729,993 | | \$ |
| 10.01.431 10.01.432 | Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) | Route Mile | \$ 235,649,714 | \$ 240,195,634 | | \$ \$ |
| 10.01.512 | Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | Route Mile Route Mile | \$ 239,350,822 \$ 70,118,523 | \$ 243,968,140 \$ 71,471,180 | | \$ |
| 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 74,724,468 | | | \$ |
| 10.01.514 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 76,108,232 | | | Ś |
| 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | | \$ 79,024,523 | | \$ |
| 10.01.516 | Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 78,976,112 | \$ 80,499,641 | | \$ |
| 10.01.522 | Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 77,411,338 | \$ 78,904,680 | | \$ |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 82,017,601 | \$ 83,599,803 | | \$ |
| 10.01.524 | Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 83,401,267 | | | \$ |
| 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | | \$ 86,458,574 | | \$ |
| 10.01.526 10.01.612 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 86,267,477 \$ 111,218,191 | \$ 87,931,664 \$ 113,363,701 | | \$. |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile Route Mile | | \$ 113,363,701 \$ 119,147,218 | | \$ |
| 10.01.614 | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 119,418,218 | | | Ś |
| 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 121,907,137 | | | \$ |
| 10.01.622 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 118,511,296 | | | \$ |
| 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 124,185,450 | \$ 126,581,112 | | \$ |
| 10.01.624 | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 126,711,251 | \$ 129,155,638 | | \$ |
| 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 129,200,143 | | | \$ |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 131,726,304 | | | \$ |
| 10.01.700 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) | Route Mile Route Mile | \$ 126,282,645 \$ 131,933,691 | \$ 128,718,764 \$ 134,478,825 | | \$ \$ |
| 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (30 Avg. Pier Ht) | Route Mile | | \$ 134,478,825 | | \$ |
| 10.01.944 | Elevated Structure - 2 Track w/ 2 Single Trenches | Route Mile | \$ 134,449,079 | \$ 137,043,346 | | \$ |
| 10.01.950 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile | | \$ 44,848,804 | | \$ |
| 10.01.951 | PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 58,000,000 | | | \$ |
| 10.01.960 | Stream Crossings HST Structure Box Culverts | EA | \$ 20,000 | \$ 20,386 | | \$ |
| 10.01.999 | Maintenance Of Traffic | LS | | | 5% | \$ 3,020,503 |
| 10.02 | Track structure: Major/Movable bridge | | \$ - | | | \$ 1,775,404 |
| 10.02.013 10.02.023 | Bridge Structure - 3 span with 1 Track | Route Mile | \$ 47,326,516 | | | \$ |
| 10.02.023 | Bridge Structure - 3 span with 2 Track Bridge Structure - 3 span with 4 Track | Route Mile | | \$ 68,189,650 \$ 101,975,335 | | \$ \$ |
| 10.02.043 | Bridge Structure - 2 Track Steel Truss Bridges | Route Mile Route Mile | \$ 100,045,360 | \$ 101,975,335 \$ 12,077,578 | 0.14 | \$ 1,690,86 |
| 10.02.045a | Bridge Structure - SJVR Spur - Trench Cover | EA | \$ - | \$ 1,564,672 | 0.14 | \$ 1,090,80 |
| 10.02.046a | Bridge Structure - SJVR Spur - Rail Bridge | EA | \$ - | \$ 1,289,565 | | \$ |
| 10.02.047a | Bridge Structure - Dry Creek Canal Water bridge | EA | \$ - | \$ 3,283,677 | | \$ |
| 10.02.999 | Maintenance Of Traffic | LS | | | 5% | \$ 84,54 |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) | | \$ - | | | \$ 7,632,23 |
| 10.05.111 | At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) | Route Mile | \$ 1,919,183 | | | \$ |
| 10.05.112 | At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,040,609 | | | \$ |
| 10.05.113 10.05.114 | At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 4,437,362 | | | \$ |
| 10.05.114 | At-Grade Track-bed in Cut - 1 Track (20 Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 6,095,891 \$ 2,527,904 | \$ 6,213,487 \$ 2,576,670 | | \$ \$ |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (5 Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile Route Mile | \$ 2,527,904 \$ 3,873,994 | \$ 2,576,670 \$ 3,948,727 | | \$ \$ |
| 10.05.123 | At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | \$ 5,488,286 | \$ 5,594,161 | | \$ |
| 10.05.124 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 7,375,140 | \$ 7,517,413 | | \$ |
| 10.05.126 | At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 17,706,798 | | | \$ |
| 10.05.128 | At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile | \$ 32,673,082 | | | \$ |
| | At-Grade Track-bed in Cut - 2 Track (80' Avg. Exc Depth) | Route Mile | \$ 52,529,924 | | 1 | \$ |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | | NIT PRICE | UNIT PRICE (3rd Quarter | Su | NO-BFD ibsection: otion 1 - End |
|-------------------------|--|--------------------------|----------|----------------------------|----------------------------------|------|---------------------------------------|
| | | | | 2009) | 2010) | QTY | COST |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ | 77,047,580 | | | \$ - |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | \$ | 3,555,979 | | | \$ - |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ | 5,002,163 | | | \$ - |
| 10.05.211 10.05.212 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ | 1,255,789 | \$ 1,280,015 | | \$ - |
| 10.05.212 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) | Route Mile | \$ \$ | 1,824,123 2,574,079 | \$ 1,859,312 \$ 2,623,735 | | \$ - \$ - |
| 10.05.214 | At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile Route Mile | \$ | 3,508,477 | \$ 3,576,159 | | \$ - |
| 10.05.221 | At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) | Route Mile | \$ | 1,804,472 | \$ 1,839,282 | 0.83 | \$ 1,526,604 |
| 10.05.222 | At-Grade Track-bed in Fill - 2 Track (10' Avg. Fill Ht) | Route Mile | \$ | 2,514,964 | \$ 2,563,480 | 2.24 | \$ 5,742,195 |
| 10.05.223 | At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile | \$ | 3,420,413 | \$ 3,486,396 | | \$ - |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ | 4,498,944 | \$ 4,585,733 | | \$ - |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ | 10,874,062 | \$ 11,083,833 | | \$ - |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ | 20,392,304 | \$ 20,785,692 | | \$ - |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ | 33,180,092 | \$ 33,820,169 | | \$ - |
| 10.05.232 10.05.241 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ | 48,985,268 | | | \$ - |
| 10.05.261 | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile Route Mile | \$ \$ | 2,473,684 3,162,050 | \$ 2,521,404 \$ 3,223,050 | | \$ - \$ - |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ | 5,441,105 | \$ 5,546,070 | | \$ - |
| 10.05.999 | Maintenance Of Traffic | LS | , | 3,441,103 | 3,540,070 | 5% | \$ 363,440 |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | | | | | | \$ - |
| 10.06.210 | At-Grade Track-bed with Closed Drainage - 1 Track | Route Mile | \$ | 1,366,385 | \$ 1,392,744 | | \$ - |
| 10.06.220 | At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | \$ | 2,168,933 | | 1 | \$ - |
| 10.06.230 | At-Grade Track-bed with Closed Drainage - 3 Track | Route Mile | \$ | 2,660,843 | \$ 2,712,173 | | \$ - |
| 10.06.240 | At-Grade Track-bed with Closed Drainage - 4 Track | Route Mile | \$ | 3,039,420 | \$ 3,098,053 | | \$ - |
| 10.06.999 | Maintenance Of Traffic | LS | | | | 5% | \$ - |
| 10.07 10.07.101 | Track structure: Tunnel TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ | 121,440,000 | \$ 123,782,700 | | \$ - \$ - |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ | 179,520,000 | . , , | | \$ - |
| 10.07.103 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ | | \$ 161,455,695 | | \$ - |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | \$ | 300,960,000 | \$ 306,765,821 | | Š - |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | \$ | 227,040,000 | \$ 231,419,830 | | \$ - |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ | 205,920,000 | \$ 209,892,404 | | \$ - |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ | 464,640,000 | \$ 473,603,373 | | \$ - |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | \$ | 147,840,000 | \$ 150,691,982 | | \$ - |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ | 364,320,000 | | | \$ - |
| 10.07.205 10.07.206 | D&B Double Track Tunnel 50ft ID in hard rock (competent) D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile | \$ \$ | 232,320,000 | \$ 236,801,686 | | \$ - \$ - |
| 10.07.301 | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile Route Mile | \$ | 485,760,000 374,880,000 | \$ 495,130,799 \$ 382,111,812 | | \$ - \$ - |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ | 454,080,000 | \$ 462,839,659 | | \$ - |
| 10.07.303 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ | 269,280,000 | \$ 274,474,682 | | \$ - |
| 10.07.304 | SEM Double Track Tunnel 40ft ID in soft ground (poor) | Route Mile | \$ | | \$ 312,147,677 | | \$ - |
| 10.07.305 | SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | \$ | 396,000,000 | \$ 403,639,238 | | \$ - |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (poor) | Route Mile | \$ | 448,800,000 | \$ 457,457,803 | | \$ - |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile | \$ | 237,600,000 | \$ 242,183,543 | | \$ - |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ | 274,560,000 | | | \$ - |
| 10.07.403 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (competent) RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile Route Mile | \$ \$ | 179,520,000 248,160,000 | | | \$ - \$ - |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) | Route Mile | \$ | 290,400,000 | | | \$ - |
| 10.07.406 | RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ | 401,280,000 | \$ 409,021,094 | | \$ - |
| 10.07.207 | D&B Cross Passage conservative cost in rock | Linear Feet | \$ | 28,000 | \$ 28,540 | | \$ - |
| 10.07.407 | RH Cross Passage conservative cost in soft rock | Linear Feet | \$ | 25,000 | \$ 25,482 | | \$ - |
| 10.07.501 | Cross Passage in Soft Ground (competent) | Linear Feet | \$ | 33,000 | \$ 33,637 | | \$ - |
| 10.07.502 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ | 84,000 | \$ 85,620 | | \$ - |
| 10.07.114 10.07.115 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile | \$ | 90,688,401 | \$ 92,437,871 | | \$ - \$ - |
| 10.07.116 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile Route Mile | \$ \$ | 107,082,440 135,385,066 | \$ 109,148,168 \$ 137,996,780 | | \$ - \$ - |
| 10.07.214 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ | 141,194,360 | \$ 143,918,141 | | \$ - |
| 10.07.215 | Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ | 163,855,983 | | 1 | \$ - |
| 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ | 202,718,337 | \$ 206,628,977 | | \$ - |
| 10.07.224 | Cut & Cover Box - 2 Track/ 2 Box (40' Avg. Exc Depth) | Route Mile | \$ | 189,027,415 | \$ 192,673,943 | | \$ - |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile | \$ | 221,996,334 | | | \$ - |
| 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | \$ | 278,841,077 | \$ 284,220,202 | | \$ - |
| 10.07.414 | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ | 206,677,660 | \$ 210,664,680 | | \$ - |
| 10.07.415 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ \$ | 237,737,305 | \$ 242,323,497 | 1 | \$ - \$ - |
| 10.07.416 10.07.526a | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile Route Mile | \$ | 291,302,754 | \$ 296,922,277 \$ 434,924,098 | | \$ - |
| 10.07.801 | Ventilation Shaft | VF | \$ | 13,627 | \$ 13,890 | | \$ - |
| 10.07.802 | Mid-Line Ventilation Structure | LS | \$ | 8,742,980 | \$ 8,911,641 | | \$ - |
| 10.07.803 | Tunnel Portal Structure | LS | \$ | 8,089,108 | \$ 8,245,155 | | \$ - |
| 10.07.805 | Emergency Access Shaft | VF | \$ | 22,520 | \$ 22,954 | 1 | \$ - |
| 10.07.850 | Pumping Station | EA | \$ | 212,310 | | | \$ - |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) | Route Mile | \$ | 7,354,997 | | | \$ - |
| 10.07.902 10.07.920 | Mechanical & Electrical Allowance for Underground (Double) Ventilation Equipment Allowance | Route Mile | \$ \$ | 14,710,177 2,211,105 | \$ 14,993,951 \$ 2,253,759 | | \$ - \$ - |
| 10.07.922 | Double Deck - 2 Track Trench on Top of 2 Track C&C Box | EA Route Mile | \$ | 2,211,105 | \$ 2,253,759 | | \$ - |
| 10.07.950 | Allowance for Construction Monitoring | Route Mile | \$ | 145,939 | \$ 148,754 | | \$ - |
| 10.08 | Track structure: Retaining walls and systems | oute iville | Ĭ | 1-3,333 | - 140,734 | | \$ 53,294,093 |
| 10.08.211 | Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ | 25,829,576 | \$ 26,327,855 | | \$ - |
| 10.08.212 | Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ | 67,586,123 | | | \$ - |
| 10.08.213 | Retained Cut, Trench - 1 Track (30' Avg. Exc Depth) | Route Mile | \$ | 127,460,002 | \$ 129,918,833 | | \$ - |
| | Retained Cut, Trench - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ | 37,405,180 | \$ 38,126,764 | 1.15 | \$ 43,845,778 |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: otion 1 - End |
|------------------------|---|--------------------------|----------------------------------|----------------------------------|------|--------------------------------------|
| | | | 2009) | 2010) | QTY | COST |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,868 | \$ 93,174,275 | | \$ - |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | \$ 163,304,293 | \$ 166,454,597 | | \$ - |
| 10.08.224 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | | \$ 297,368,910 | | \$ - |
| 10.08.241 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | Route Mile | \$ 47,685,463 | | | \$ - |
| 10.08.242 10.08.243 | Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) | Route Mile | | \$ 113,525,265 | | \$ - |
| 10.08.344 | Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile Route Mile | \$ 192,038,567 \$ 295,374,114 | \$ 195,743,184 \$ 301,072,178 | | \$ - \$ - |
| 10.08.346 | Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile | \$ 356,356,513 | \$ 363,230,988 | | \$ - |
| 10.08.411 | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 8,667,052 | \$ 8,834,248 | | \$ - |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 24,952,856 | \$ 25,434,222 | | \$ - |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 43,794,002 | \$ 44,638,832 | | \$ - |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,335,195 | \$ 9,515,280 | 0.06 | \$ 570,917 |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,915,008 | \$ 26,414,935 | 0.24 | \$ 6,339,584 |
| 10.08.423 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 45,060,437 | \$ 45,929,698 | | \$ - |
| 10.08.432 | Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,723,268 | | | \$ - |
| 10.08.441 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (10' Avg. Wall Ht) Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 9,573,053 | \$ 9,757,727 | | \$ - |
| 10.08.461 | Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile Route Mile | \$ 26,163,983 \$ 9,858,094 | \$ 26,668,712 \$ 10,048,266 | | \$ - \$ - |
| 10.08.999 | Maintenance Of Traffic | LS | 3 3,636,034 | \$ 10,048,266 | 5% | \$ 2,537,814 |
| 10.09 | Track new construction: Conventional ballasted | LS | \$ - | | 370 | \$ 8,326,126 |
| 10.09.110 | Ballasted Track - 1 Track | Route Mile | \$ 1,820,565 | \$ 1,855,686 | | \$ - |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | \$ 1,221,280 | \$ 1,244,839 | | \$ - |
| 10.09.120 | Ballasted Track - 2 Track | Route Mile | \$ 3,416,549 | \$ 3,482,458 | | \$ - |
| 10.09.122 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile | \$ 2,423,901 | \$ 2,470,660 | 3.37 | \$ 8,326,126 |
| 10.09.240 | Ballasted Track - 2 Track (Station Track) | Route Mile | \$ 7,244,923 | \$ 7,384,685 | | \$ - |
| 10.09.132 | Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | \$ 3,580,069 | \$ 3,649,132 | | \$ - |
| 10.09.142 | Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ 4,521,614 | \$ 4,608,840 | | \$ - |
| 10.09.162 10.09.810 | Ballasted Track (Track Laying Machine) - 6 Track Ballasted Freight Track - 1 Track | Route Mile | \$ 6,782,421 | \$ 6,913,261 | | \$ - |
| 10.09.810 | Ballasted Freight Track - 1 Track Ballasted Freight Track - 2 Track | Route Mile | \$ 1,554,241 \$ 3,089,739 | \$ 1,584,224 | | \$ - \$ - |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile Route Mile | \$ 3,089,739 \$ 4,645,413 | \$ 3,149,343 \$ 4,735,027 | | \$ - |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile | \$ 91,367 | \$ 93,129 | | \$ - |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ 162,843 | \$ 165,985 | | \$ - |
| 10.09.922 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile | \$ 325,778 | \$ 332,063 | | \$ - |
| 10.09.923 | Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ 488,667 | \$ 498,094 | | \$ - |
| 10.09.924 | Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ 651,556 | \$ 664,125 | | \$ - |
| 10.10 | Track new construction: Non-ballasted | | \$ - | | | \$ 8,792,570 |
| 10.10.110 | Direct Fixation Track - 1 Track | Route Mile | | \$ 1,847,462 | | \$ - |
| 10.10.120 10.10.140 | Direct Fixation Track - 2 Track Direct Fixation Track - 4 Track | Route Mile | \$ 3,624,438 | | 2.38 | \$ 8,792,570 |
| 10.10.140 | Independent Dual Block Track - 1 Track | Route Mile | \$ 7,293,868 \$ 3,338,726 | \$ 7,434,574 \$ 3,403,134 | | \$ - \$ - |
| 10.10.220 | Independent Dual Block Track - 2 Track | Route Mile Route Mile | \$ 3,338,726 \$ 6,676,744 | \$ 3,403,134 \$ 6,805,545 | | \$ - |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile | \$ 13,353,468 | \$ 13,611,070 | | \$ - |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | | \$ - | | | \$ - |
| 10.14.100 | Direct Fixation Turnout (60 MPH) | EA | \$ 477,018 | \$ 486,221 | | \$ - |
| 10.14.105 | Direct Fixation Turnout (80 MPH) | EA | \$ 630,650 | | | \$ - |
| 10.14.110 | Direct Fixation Turnout (110 MPH) | EA | \$ 887,327 | | | \$ - |
| 10.14.115 | Direct Fixation Turnout (150 MPH) | EA | \$ 1,220,877 | | | \$ - |
| 10.14.130 | Direct Fixation Crossover (60 MPH) | EA | \$ 879,265 | | | \$ - |
| 10.14.135 10.14.140 | Direct Fixation Crossover (80 MPH) Direct Fixation Crossover (110 MPH) | EA | \$ 1,188,515 | | | \$ - |
| 10.14.145 | Direct Fixation Crossover (150 MPH) | EA EA | \$ 1,647,309 \$ 2,254,990 | \$ 1,679,087 \$ 2,298,491 | | \$ - \$ - |
| 10.14.199 | Ballasted Turnout (25 MPH) | EA | \$ 130,500 | \$ 133,017 | | \$ - |
| 10.14.200 | Ballasted Turnout (60 MPH) | EA | \$ 396,172 | | | \$ - |
| 10.14.205 | Ballasted Turnout (80 MPH) | EA | \$ 533,623 | | | \$ - |
| 10.14.210 | Ballasted Turnout (110 MPH) | EA | \$ 739,770 | \$ 754,041 | | \$ - |
| 10.14.215 | Ballasted Turnout (150 MPH) | EA | \$ 1,012,686 | \$ 1,032,221 | | \$ - |
| 10.14.300 | Ballasted Crossover (60 MPH) | EA | \$ 731,709 | | | \$ - |
| 10.14.305 | Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) | EA | \$ 986,399 | . , , | | \$ - |
| 10.14.310 10.14.315 | Ballasted Crossover (170 MPH) Ballasted Crossover (150 MPH) | EA | \$ 1,372,407 | \$ 1,398,882 | | \$ - |
| 10.14.400 | Terminal - Bumping Post | EA | \$ 1,877,814 \$ 27,763 | | | \$ - \$ - |
| 20.01 | Station buildings: Intercity passenger rail only | EA | \$ 27,763 | \$ 28,299 | | \$ - |
| 20.01.100 | Anaheim Station | LS | \$ 94,508,725 | \$ 96,331,893 | | \$ - |
| 20.01.105 | Millbrae Station | LS | \$ 24,939,819 | | | \$ - |
| 20.01.105 | Millbrae Station - Site Elements | LS | \$ 24,939,819 | | | \$ - |
| 20.01.110 | LA Union Station | LS | \$ 193,627,800 | \$ 197,363,075 | | \$ - |
| 20.02.200 | Redwood/Palo Alto Station | LS | \$ 51,451,014 | | | \$ - |
| 20.02.201 | Redwood/Palo Alto Station - Site Elements | LS | \$ 6,667,755 | | | \$ - |
| 20.02.205 | Norwalk Station | LS | \$ 46,561,775 | | | \$ - |
| 20.02.206 20.02.210 | Norwalk Station - Site Elements Tulare Station | LS | \$ 18,939,701 | | | \$ - |
| 20.02.210 | Tulare Station Tulare Station - Site Elements | LS | \$ 55,108,000 | | | \$ - |
| 20.02.211 | Gilroy Station | LS LS | \$ 19,174,756 \$ 68,723,791 | \$ 19,544,656 \$ 70,049,542 | | \$ - \$ - |
| 20.02.216 | Gilroy Station - Site Elements | LS | \$ 9,586,063 | | | \$ - |
| 20.02.220 | Burbank Station | LS | \$ 61,155,850 | | | \$ - |
| 20.02.221 | Burbank Station - Site Elements | LS | \$ 13,393,012 | | | \$ - |
| 20.02.225 | San Jose Station | LS | \$ 70,224,925 | | | \$ - |
| 20.02.226 | San Jose Station-Site Elements | LS | \$ 11,447,016 | | | \$ - |
| | The second second | LS | \$ 65,035,950 | | l | \$ - |
| 20.02.230 20.02.231 | Merced Station Merced Station - Site Elements | LS | \$ 18,942,953 | y 00,230,333 | | \$ - |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | | NIT PRICE rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BI obsecti ption 1 | |
|--|---|--|---|---|--|-----------|---|---|
| | | | | 2009) | 2010) | QTY | | COST |
| 20.02.235 | Fresno Station | LS | \$ | 65,863,950 | \$ 67,134,532 | | \$ | |
| 20.02.236 | Fresno Station - Site Elements | LS | \$ | 9,639,938 | | | \$ | |
| 20.02.240 20.02.241 | Bakersfield Station Bakersfield Station - Site Elements | LS LS | \$ \$ | 67,643,575 12,084,938 | | | \$ | |
| 20.02.241 | Palmdale Station | LS | \$ | 68,151,875 | | | \$ | |
| 20.02.246 | Palmdale Station - Site Elements | LS | \$ | | \$ 17,083,571 | | \$ | |
| 20.02.250 | Sylmar Station | LS | \$ | 68,151,875 | \$ 69,466,593 | | \$ | |
| 20.02.251 | Sylmar Station - Site Elements | LS | \$ | 20,560,115 | \$ 20,956,740 | | \$ | |
| 20.02.300 | At-Grade Station Pedestrian / bike access and accommodation, landscaping, parking lots | LS | \$ | | \$ 68,000,000 | | \$ | |
| 20.06.120 | Pedestrian Access (Cut & Cover) | LF | \$ | 18,340 | \$ 18,694 | | \$ | |
| 20.06.140 | Pedestrian Plaza | SF | \$ | 33 | \$ 34 | | \$ | |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | \$ | 287,837 | \$ 293,389 | | \$ | |
| 20.06.210 20.06.250 | Parking - At Grade Parking - Structured (Above Crade) | STL | \$ | 3,330 | \$ 3,394 | | \$ | |
| 20.06.800 | Parking - Structured (Above Grade) Landscaping Allowance | STL SF | \$ | 21,812 | \$ 22,233 \$ 3 | | \$ \$ | |
| 20.06.810 | Landscaping Allowance, Guideway | Route Mile | \$ | 175,476 | \$ 178,861 | | Ś | |
| 20.07 | Automobile, bus, van accessways including roads | | | | | | | |
| 30.02 | Light maintenance facility | | | | | | \$ | |
| 30.02.010 | Light Maintenance Facility (LMF) | EA | \$ | 105,006,028 | \$ 107,031,700 | | \$ | |
| 30.03 30.03.010 | Heavy maintenance facility Heavy Maintenance Facility (HMF) | EA | Ś | 223,630,679 | \$ 227,944,740 | | \$ | |
| 30.04 | Storage or maintenance-of-way building/bases | EA . | Ť | | - 227,544,740 | | \$ | |
| 30.04.010 | Maintenance of Way Facility (MOWF) | EA | \$ | 11,711,592 | \$ 11,937,521 | | \$ | |
| 30.05 | Yard and yard track | | | | _ | | \$ | |
| 30.05.110 30.05.200 | Ballasted Track - Yard Track Ballasted Turnout, No. 15 | Route Mile EA | \$ \$ | 1,686,767 404,233 | \$ 1,719,306 \$ 412,031 | | \$ | |
| 30.05.210 | Ballasted Diamond Crossover, No. 15 | EA | \$ | 574,336 | \$ 585,415 | | \$ | |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | TF | \$ | 1,283 | \$ 1,308 | | \$ | |
| 40.01 | Demolition, clearing, site preparation | | | , | | | \$ | 853,1 |
| 40.01.010 | Demolition Allowance, Bridge | SF | \$ | 26 | \$ 27 | | \$ | |
| 40.01.050 40.01.060 | Demolition Allowance, Building (1 Story) Demolition Allowance, Building (2 Story) | SF | \$ | 14 | \$ 14 | | \$ | |
| 40.01.110 | Demolition Allowance, Asphalt Pavement | SF SY | \$ | 27 56 | \$ 28 \$ 57 | 14,259.00 | \$ | 812,5 |
| 40.01.140 | Demolition Allowance, Concrete Curb | LF | \$ | 13 | \$ 13 | 14,233.00 | \$ | 012,5 |
| 40.01.150 | Demolition Allowance, Concrete Sidewalk | SY | \$ | 41 | \$ 42 | | \$ | |
| 40.01.810 | Demolition Allowance, Remove Railroad Track | Route Mile | \$ | 169,459 | \$ 172,728 | | \$ | |
| 40.01.900 40.01.999 | Miscellanous Excavation & Support Items Maintenance Of Traffic | LS | \$ | 2,224 | \$ 2,267 | F0/ | \$ | 40,62 |
| 40.02 | Site utilities, utility relocation | LS | | | | 5% | \$ | 6,026,6 |
| 40.02.001 | Utility Relocation Allowance, Level 1 | Route Mile | \$ | 1,099,949 | \$ 1,121,169 | | \$ | 0,020,0 |
| 40.02.002 | Utility Relocation Allowance, Level 2 | Route Mile | \$ | 1,978,427 | \$ 2,016,593 | | \$ | |
| 40.02.003 | Utility Relocation Allowance, Level 3 | Route Mile | \$ | 3,267,072 | | | \$ | |
| 40.02.004 40.02.005 | Utility Relocation Allowance, Level 4 Utility Relocation Allowance, Level 5 | Route Mile Route Mile | \$ \$ | 3,906,355 | \$ 3,981,713 \$ 5,022,198 | 1.20 | \$ | 6.026.6 |
| 40.02.060 | Major Utility Relocation, Aerial Transmission Line | EA | \$ | 4,927,149 8,600,000 | | 1.20 | \$ | 6,026,6 |
| 40.02.050 | Site Utility Allowance | Route Mile | \$ | 1,660,257 | | | \$ | |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatm | i | \$ | - | | | \$ | 1,494,0 |
| 40.03.100 40.03.105 | Hazardous Material Removal Allowance, Light Hazardous Material Removal Allowance, Medium | Route Mile | \$ | 188,246 | | 2.05 | \$ | |
| 40.03.110 | Hazardous Material Removal Allowance, Medium | Route Mile Route Mile | \$ | 370,152 555,734 | \$ 377,293 \$ 566,454 | 3.96 | \$ | 1,494,0 |
| 40.03.150 | Removal of Contaminated Soil | CF | \$ | 13 | \$ 300,434 | | Ś | |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | | \$ | - | 3% | | \$ | 6,550,8 |
| 40.04.100 | Environmental Mitigation Allowance, Light | Route Mile | \$ | 583,755 | \$ 595,016 | | \$ | |
| | | | \$ | 1,634,403 | \$ 1,665,932 | | \$ \$ | |
| 40.04.105 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy | Route Mile | | 2 742 574 | | | | 18,148,2 |
| | Environmental Mitigation Allowance, Heavy | Route Mile | \$ | 2,743,574 | \$ 2,796,500 | | \$ | |
| 40.04.105 40.04.110 | - | | \$ | 2,743,574 - 3,029 | \$ 2,796,500 | | \$ | |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 | Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) | Route Mile LF LF | \$ \$ \$ \$ | 3,029 3,944 | \$ 3,088 \$ 4,020 | | \$ \$ | 20,2 10,2 |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 | Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) | Route Mile LF LF LF | \$ \$ \$ \$ \$ | 3,029 3,944 5,392 | \$ 3,088 \$ 4,020 \$ 5,496 | | \$ \$ \$ | -5,2 10,2 |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 | Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (30" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) | Route Mile LF LF LF LF | \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 | 10 932 00 | \$ \$ \$ \$ | |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 | Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) | Route Mile LF LF LF | \$ \$ \$ \$ \$ | 3,029 3,944 5,392 | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 | 10,932.00 | \$ \$ \$ | |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 | Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (30" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (8" Avg. Height) | Route Mile LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 | 10,932.00 | \$ \$ \$ \$ | |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.211 | Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (30" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (6" Avg. Height) | Route Mile LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 | 10,932.00 | \$ \$ \$ \$ \$ \$ | 17,284,0 |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.211 40.05.211 40.05.212 | Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (8" Avg. Height) Sound Wall - 1 Wall (16" Avg. Height) Intrusion Protection Berm | Route Mile LF LF LF LF LF LF LF LF LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 | 10,932.00 | \$ \$ \$ \$ \$ \$ \$ | |
| 40.04.105 40.04.110 40.05 40.05.020 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 40.05.212 40.05.310 40.05.400 | Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (30" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (8" Avg. Height) Sound Wall - 1 Wall (6" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) | Route Mile LF LF LF LF LF LF LF LF LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 | 10,932.00 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.211 40.05.211 40.05.212 | Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (8" Avg. Height) Sound Wall - 1 Wall (16" Avg. Height) Intrusion Protection Berm | Route Mile LF LF LF LF LF LF LF LF LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 | 10,932.00 | \$ \$ \$ \$ \$ \$ \$ | |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.122 40.05.212 40.05.212 40.05.310 40.05.401 40.05.401 40.05.401 | Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (30" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (8" Avg. Height) Sound Wall - 1 Wall (16" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) Canal Realignments (65" X 10" Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction | Route Mile LF LF LF LF LF LF LF LF LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 17,284,6 864,2 8,734,5 |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.212 40.05.310 40.05.400 40.05.400 40.05.401 40.05.999 | Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic | Route Mile LF LF LF LF LF LF LF LF LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 17,284,0 864, 8,734, 149,542,1 |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.212 40.05.211 40.05.310 40.05.400 40.05.401 40.05.400 40.07 40.08 40.08 | Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | Route Mile LF LF LF LF LF LF LF LF LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 17,284,0 864, 8,734, 149,542,1 |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.999 40.06 40.07 40.08 40.08.145a 40.08.145a | Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (30" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (8" Avg. Height) Sound Wall - 1 Wall (6" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) Canal Realignments (55" X 10" Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment | Route Mile LF LF LF LF LF LF LF LF LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 4% | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 17,284,0 864, 8,734, 149,542,8 |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.122 40.05.212 40.05.212 40.05.212 40.05.310 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.08.145a 40.08.145a 40.08.145a | Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (30" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (8" Avg. Height) Sound Wall - 1 Wall (16" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) Canal Realignments (65" X 10" Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment | Route Mile LF LF LF LF LF LF LF LF LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 205 - 136 | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 4% | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 17,284,0 864,2 |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.99 40.06 40.07 40.08 40.08 40.08 40.08 | Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (30" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (16" Avg. Height) Sound Wall - 1 Wall (16" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) Canal Realignments (55" X 10" Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks | Route Mile LF | \$ | 3,029 3,944 5,392 804 1,551 1,308 205 - 136 - | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 4% \$ 3,080,539 \$ 972,574 \$ 4,045,219 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 17,284,0 864, 8,734, 149,542,4 |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.212 40.05.211 40.05.212 40.05.400 40.05.400 40.05.400 40.05.400 40.05.401 40.05.401 40.05.404 40.08.146a 40.08.146a 40.08.147a 40.08.322 | Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (30" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (8" Avg. Height) Sound Wall - 1 Wall (16" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) Canal Realignments (65" X 10" Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment | Route Mile LF LF LF LF LF LF LF LF LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 205 - 136 - - | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 4% \$ 3,577,704 \$ 3,080,539 \$ 972,574 \$ 4,045,219 \$ 4,022,173 | | \$ | 17,284,0 864, 8,734, 149,542,4 |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.211 40.05.212 40.05.310 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 40.08.145a 40.08.146a 40.08.147a 40.08.322 40.08.324 | Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (30" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (16" Avg. Height) Sound Wall - 1 Wall (16" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) Canal Realignments (55" X 10" Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | Route Mile LF | \$ | 3,029 3,944 5,392 804 1,551 1,308 205 - 136 - | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 4% \$ 3,080,539 \$ 972,574 \$ 4,045,219 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 17,284,0 864, 8,734, 149,542,4 |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | _ | UNIT PRICE (3rd Quarter | | NIT PRICE rd Quarter | FNO-BFD Subsection: F1 Option 1 - End | | |
|------------------------|---|------------|----|----------------------------|----|-------------------------|---|----|------------|
| LLLIVILIVI | | | | 2009) | | 2010) | QTY | | COST |
| | Pedstrain Overcrossing | EA | | | \$ | 2,100,000 | 1.00 | \$ | 2,100,000 |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | 1.00 | \$ | 21,474,427 |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | | \$ | - |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | \$ | - |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | \$ | - |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | \$ | - |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | \$ | - |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ | 5,362,896 | | \$ | |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | \$ | - |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ | 723,886 | | \$ | |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | | | \$ | 5,805,298 | 1.00 | \$ | 5,805,298 |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | | \$ | - |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | \$ | 4,089,716 | | \$ | - |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | _ | \$ | 15,000,000 | | Ś | _ |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | _ | Ś | 25,987,089 | | Ś | _ |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | | 5,615,692 | | Ś | |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | EA | \$ | | \$ | 5,444,750 | | Ś | |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | \$ | 6,516,967 | \$ | 6,642,686 | | Ś | |
| 40.08.144 | Roadway Undercrossing HSR - 4 lane roadway under 4 tracks | EA | \$ | 7,129,564 | \$ | 7,267,100 | | Ś | |
| 40.08.510 | Roadway Modification, New AC Paving | SF | \$ | 17 | \$ | 18 | 147,142.00 | \$ | 2,607,265 |
| 40.08.520 | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | SF | \$ | 21 | \$ | 21 | 147,142.00 | \$ | 2,007,203 |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | Route Mile | \$ | 549,929 | \$ | 560,538 | 0.22 | \$ | 104 200 |
| 40.08.540 | Access Road Entrance Point | EA | \$ | 31,937 | \$ | 32,553 | 0.33 5.00 | \$ | 184,298 |
| 40.08.550 | Streetscaping Allowance | | \$ | , | | | 5.00 | \$ | 162,763 |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert | ESF EA | \$ | 343 | \$ | 350 20.000 | | \$ | - |
| 40.08.999 | Maintenance Of Traffic | LS | Ş | - | Ş | 20,000 | 5% | \$ | 2 242 040 |
| 50.01 | | LS | | | | | 5% | | 2,313,810 |
| 50.01.010 | Wayside signaling equipment Train Controls (ATC) | Route Mile | , | 1 120 200 | ć | 1 150 066 | 5.75 | \$ | 7,245,859 |
| 50.01.010 | Train Controls (ATC) - 4 Tracks | | \$ | 1,128,300 | | 1,150,066 | 5.75 | \$ | 6,612,880 |
| 50.01.011 | Wayside Protection System | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | | \$ | - |
| 50.01.020 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 108,000 | \$ | 110,083 | 5.75 | | 632,980 |
| 50.01.021 | | Route Mile | \$ | 162,000 | \$ | 165,125 | | \$ | - |
| | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | \$ | 4 425 227 |
| 50.05 | Communications | | _ | | _ | | | \$ | 1,125,297 |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | 5.75 | \$ | 1,125,297 |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | | \$ | - |
| 60.02 | Traction power supply: Substations | | _ | | _ | | | \$ | 14,471,833 |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | | 2,471,835 | 5.75 | \$ | 14,213,050 |
| 60.02.102 60.02.101 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | \$ | 12,103,061 | | \$ | - |
| | Traction Power Supply- 4 Tracks | Route Mile | \$ | 3,881,250 | | 3,956,123 | | \$ | - |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | | \$ | - |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | | \$ | - |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | \$ | 258,784 | 1.00 | \$ | 258,784 |
| 60.03 | Traction power distribution: Catenary and third rail | | | | | | | \$ | 12,418,124 |
| 60.03.100 | Traction Power Distribution | Route Mile | \$ | 2,118,800 | | 2,159,674 | 5.75 | \$ | 12,418,124 |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | | \$ | - |
| 60.03.100 | Traction Power Distribution- 4 Tracks | Route Mile | \$ | 3,178,200 | \$ | 3,239,511 | | \$ | |

| UNIT PRICE | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: tion 2 - Start |
|------------------------|--|--|--|----------------------------------|-----|---------------------------------------|
| | | | 2009) | 2010) | QTY | COST |
| 10.01 | Track structure: Viaduct | | | | | \$ - |
| 10.01.122 10.01.123 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | | | \$ - |
| 10.01.123 | Elevated Structure - 1 Track (30' Avg. Pier Ht) Elevated Structure - 1 Track (40' Avg. Pier Ht) | Route Mile Route Mile | \$ 45,285,042 \$ 46,232,612 | | | \$ - \$ - |
| 10.01.125 | Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 47,180,084 | | | \$ - |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 64,502,791 | \$ 65,747,114 | | \$ - |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 66,081,681 | \$ 67,356,463 | | \$ - |
| 10.01.222 | Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | | \$ - |
| 10.01.223 10.01.224 | Elevated Structure - 2 Track (30' Avg. Pier Ht) Elevated Structure - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 52,578,482 | \$ 53,592,774 | | \$ - |
| 10.01.225 | Elevated Structure - 2 Track (50' Avg. Pier Ht) | Route Mile Route Mile | \$ 53,525,409 \$ 54,473,243 | \$ 54,557,967 \$ 55,524,087 | | \$ - \$ - |
| 10.01.226 | Elevated Structure - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 71,796,207 | \$ 73,181,228 | | \$ - |
| 10.01.227 | Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 73,374,892 | \$ 74,790,367 | | \$ - |
| 10.01.242 | Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 82,812,928 | \$ 84,410,473 | | \$ - |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 101,501,272 | | | \$ - |
| 10.01.244 10.01.245 | Elevated Structure - 4 Track (40' Avg. Pier Ht) Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile | \$ 103,395,885 \$ 105,253,245 | \$ 105,390,496 | | \$ - \$ - |
| 10.01.246 | Elevated Structure - 4 Track (60' Avg. Pier Ht) | Route Mile Route Mile | \$ 105,253,245 | \$ 107,283,686 \$ 144,374,910 | | \$ - |
| 10.01.247 | Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile | \$ 144,884,105 | \$ 147,679,065 | | \$ - |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 39,541,927 | \$ 40,304,730 | | \$ - |
| 10.01.323 | Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 49,862,619 | \$ 50,824,519 | | \$ - |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 50,914,824 | | | \$ - |
| 10.01.325 | Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 51,967,437 | \$ 52,969,941 | | \$ - |
| 10.01.326 10.01.327 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile Route Mile | \$ 62,798,549 | \$ 64,009,996 | | \$ - \$ - |
| 10.01.422 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 64,181,981 \$ 47,694,536 | \$ 65,420,116 \$ 48,614,611 | | \$ - |
| 10.01.423 | Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 58,014,969 | \$ 59,134,136 | | \$ - |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 59,067,487 | | | \$ - |
| 10.01.425 | Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 60,120,295 | \$ 61,280,076 | | \$ - |
| 10.01.426 | Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 70,951,046 | \$ 72,319,762 | | \$ - |
| 10.01.427 | Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 72,334,586 | | | \$ - |
| 10.01.431 10.01.432 | Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) | Route Mile Route Mile | \$ 235,649,714 \$ 239,350,822 | \$ 240,195,634 \$ 243,968,140 | | \$ - \$ - |
| 10.01.512 | Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 70,118,523 | | | \$ - |
| 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 74,724,468 | | | \$ - |
| 10.01.514 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 76,108,232 | | | \$ - |
| 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 77,528,913 | \$ 79,024,523 | | \$ - |
| 10.01.516 | Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 78,976,112 | | | \$ - |
| 10.01.522 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 77,411,338 | | | \$ - |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) | Route Mile Route Mile | \$ 82,017,601 \$ 83,401,267 | \$ 83,599,803 \$ 85,010,162 | | \$ - \$ - |
| 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 84,822,267 | \$ 86,458,574 | | \$ - |
| 10.01.526 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 86,267,477 | \$ 87,931,664 | | \$ - |
| 10.01.612 | Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 111,218,191 | | | \$ - |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 116,892,249 | . , , | | \$ - |
| 10.01.614 | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 119,418,218 | | | \$ - |
| 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 121,907,137 | | | \$ - |
| 10.01.622 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile Route Mile | \$ 118,511,296 \$ 124,185,450 | | | \$ - \$ - |
| 10.01.624 | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 126,711,251 | \$ 129,155,638 | | \$ - |
| 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 129,200,143 | | | \$ - |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 131,726,304 | | | \$ - |
| 10.01.700 | Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 126,282,645 | \$ 128,718,764 | | \$ - |
| 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 131,933,691 | | | \$ - |
| 10.01.702 10.01.944 | Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) Elevated Structure - 2 Track w/ 2 Single Trenches | Route Mile Route Mile | \$ 134,449,679 \$ - | \$ 137,043,348 \$ - | | \$ - \$ - |
| 10.01.944 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 44,000,000 | | | \$ - |
| 10.01.951 | PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 58,000,000 | . , , | | \$ - |
| 10.01.960 | Stream Crossings HST Structure Box Culverts | EA | \$ 20,000 | | | \$ - |
| 10.01.999 | Maintenance Of Traffic | LS | | | | \$ - |
| 10.02 | Track structure: Major/Movable bridge | | \$ - | | | \$ - |
| 10.02.013 10.02.023 | Bridge Structure - 3 span with 1 Track Bridge Structure - 3 span with 2 Track | Route Mile | \$ 47,326,516 | | | \$ - |
| 10.02.023 | Bridge Structure - 3 span with 2 Track Bridge Structure - 3 span with 4 Track | Route Mile Route Mile | \$ 66,899,099 \$ 100,045,360 | \$ 68,189,650 \$ 101,975,335 | | \$ - \$ - |
| 10.02.044a | Bridge Structure - 2 Track Steel Truss Bridges | Route Mile | \$ 100,045,360 | \$ 101,975,535 | | \$ - \$ - |
| 10.02.045a | Bridge Structure - SJVR Spur - Trench Cover | EA | \$ - | \$ 1,564,672 | | \$ - |
| 10.02.046a | Bridge Structure - SJVR Spur - Rail Bridge | EA | \$ - | \$ 1,289,565 | | \$ - |
| 10.02.047a | Bridge Structure - Dry Creek Canal Water bridge | EA | \$ - | \$ 3,283,677 | | \$ - |
| 10.02.999 | Maintenance Of Traffic | LS | | | 5% | \$ - |
| 10.05 10.05.111 | Track structure: Cut and Fill (> 4' height/depth) At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) | Pouto Milo | \$ - \$ 1,919,183 | \$ 1.056.206 | | \$ - |
| 10.05.111 | At-Grade Track-bed in Cut - 1 Track (5 Avg. Exc Depth) At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile Route Mile | \$ 1,919,183 \$ 3,040,609 | | | \$ - \$ - |
| 10.05.113 | At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) | Route Mile | \$ 4,437,362 | | | \$ - |
| 10.05.114 | At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 6,095,891 | \$ 6,213,487 | | \$ - |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 2,527,904 | \$ 2,576,670 | | \$ - |
| 10.05.122 | At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,873,994 | | | \$ - |
| | At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | \$ 5,488,286 | \$ 5,594,161 | | \$ - |
| 10.05.123 | At Conde Treels had in Cot. O Treels (CO) Ann. Eur David) | | | | | |
| 10.05.124 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 7,375,140 | | | \$ - |
| | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile Route Mile Route Mile | \$ 7,375,140 \$ 17,706,798 \$ 32,673,082 | \$ 18,048,380 | | \$ - \$ - \$ |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: tion 2 - Start |
|------------------------|--|--------------------------|----------------------------------|----------------------------------|-----|---------------------------------------|
| | | | 2009) | 2010) | QTY | соѕт |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ 77,047,580 | \$ 78,533,905 | | \$ |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | \$ 3,555,979 | | | \$ |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ 5,002,163 | \$ 5,098,660 | | \$ |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,255,789 | \$ 1,280,015 | | \$ |
| 10.05.212 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,824,123 | \$ 1,859,312 | | \$ |
| 10.05.213 | At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) | Route Mile | \$ 2,574,079 | \$ 2,623,735 | | \$ |
| 10.05.214 | At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile | \$ 3,508,477 | \$ 3,576,159 | | \$ |
| 10.05.221 10.05.222 | At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,804,472 | . , , | | \$ |
| 10.05.222 | At-Grade Track-bed in Fill - 2 Track (10' Avg. Fill Ht) At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile | \$ 2,514,964 | \$ 2,563,480 | | \$ |
| 10.05.223 | At-Grade Track-bed in Fill - 2 Track (15 Avg. Fill Ht) At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ 3,420,413 | | | \$ |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile Route Mile | \$ 4,498,944 \$ 10,874,062 | \$ 4,585,733 \$ 11,083,833 | | \$ |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ 20,392,304 | | | \$ |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ 33,180,092 | | | \$ |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ 48,985,268 | \$ 49,930,243 | | Ś |
| 10.05.241 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ 2,473,684 | \$ 2,521,404 | | Ś |
| 10.05.261 | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,162,050 | | | \$ |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ 5,441,105 | \$ 5,546,070 | | \$ |
| 10.05.999 | Maintenance Of Traffic | LS | | | | \$ |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | | | | | \$ |
| 10.06.210 | At-Grade Track-bed with Closed Drainage - 1 Track | Route Mile | \$ 1,366,385 | | | \$ |
| 10.06.220 | At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | \$ 2,168,933 | | | \$ |
| 10.06.230 | At-Grade Track-bed with Closed Drainage - 3 Track | Route Mile | \$ 2,660,843 | | | \$ |
| 10.06.240 10.06.999 | At-Grade Track-bed with Closed Drainage - 4 Track Maintenance Of Traffic | Route Mile | \$ 3,039,420 | \$ 3,098,053 | | \$ |
| 10.06.999 | | LS | | | | \$ |
| 10.07.101 | Track structure: Tunnel TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ 121,440,000 | \$ 123,782,700 | | \$ |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ 179,520,000 | | | \$ |
| 10.07.103 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ 158,400,000 | | | Ś |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | \$ 300,960,000 | | | Ś |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | \$ 227,040,000 | \$ 231,419,830 | | \$ |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ 205,920,000 | \$ 209,892,404 | | \$ |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ 464,640,000 | \$ 473,603,373 | | \$ |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | \$ 147,840,000 | \$ 150,691,982 | | \$ |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ 364,320,000 | \$ 371,348,099 | | \$ |
| 10.07.205 | D&B Double Track Tunnel 50ft ID in hard rock (competent) | Route Mile | \$ 232,320,000 | \$ 236,801,686 | | \$ |
| 10.07.206 | D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile | \$ 485,760,000 | | | \$ |
| 10.07.301 | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile | \$ 374,880,000 | \$ 382,111,812 | | \$ |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ 454,080,000 | \$ 462,839,659 | | \$ |
| 10.07.303 10.07.304 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ 269,280,000 | | | \$ |
| 10.07.304 | SEM Double Track Tunnel 40ft ID in soft ground (poor) SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | \$ 306,240,000 \$ 396,000,000 | | | \$ |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (poor) | Route Mile Route Mile | \$ 448,800,000 | | | Ś |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile | \$ 237,600,000 | | | Ś |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ 274,560,000 | | | Š |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ 179,520,000 | | | Ś |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ 248,160,000 | | | \$ |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) | Route Mile | \$ 290,400,000 | \$ 296,002,108 | | \$ |
| 10.07.406 | RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ 401,280,000 | \$ 409,021,094 | | \$ |
| 10.07.207 | D&B Cross Passage conservative cost in rock | Linear Feet | \$ 28,000 | \$ 28,540 | | \$ |
| 10.07.407 | RH Cross Passage conservative cost in soft rock | Linear Feet | \$ 25,000 | \$ 25,482 | | \$ |
| 10.07.501 | Cross Passage in Soft Ground (competent) | Linear Feet | \$ 33,000 | \$ 33,637 | | \$ |
| 10.07.502 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ 84,000 | | | \$ |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 90,688,401 | \$ 92,437,871 | | \$ |
| 10.07.115 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 107,082,440 | \$ 109,148,168 | | \$ |
| 10.07.116 10.07.214 | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 135,385,066 | \$ 137,996,780 | | \$ |
| 10.07.214 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 141,194,360 | | | \$ |
| 10.07.215 | Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile Route Mile | \$ 163,855,983 \$ 202,718,337 | \$ 167,016,929 \$ 206,628,977 | | \$ |
| 10.07.216 | Cut & Cover Box - 2 Track/ 1 Box (60° Avg. Exc Depth) | Route Mile | \$ 189,027,415 | | | \$ |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile | \$ 221,996,334 | . , , | | \$ |
| 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | \$ 278,841,077 | \$ 284,220,202 | | \$ |
| 10.07.414 | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 206,677,660 | \$ 210,664,680 | | \$ |
| 10.07.415 | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 237,737,305 | \$ 242,323,497 | | \$ |
| 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 291,302,754 | \$ 296,922,277 | | \$ |
| 10.07.526a | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile | \$ - | \$ 434,924,098 | | \$ |
| 10.07.801 | Ventilation Shaft | VF | \$ 13,627 | \$ 13,890 | | \$ |
| 10.07.802 | Mid-Line Ventilation Structure | LS | \$ 8,742,980 | \$ 8,911,641 | | \$ |
| 10.07.803 | Tunnel Portal Structure | LS | \$ 8,089,108 | \$ 8,245,155 | | \$ |
| 10.07.805 | Emergency Access Shaft Pumping Station | VF | \$ 22,520 | | | \$ |
| 10.07.850 10.07.901 | Pumping Station Mechanical & Electrical Allowance for Underground (Single) | EA Pouto Milo | \$ 212,310 | | | \$ |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) Mechanical & Electrical Allowance for Underground (Double) | Route Mile | \$ 7,354,997 | | | \$ |
| 10.07.920 | Ventilation Equipment Allowance | Route Mile EA | \$ 14,710,177 \$ 2,211,105 | | | \$ |
| 10.07.922 | Double Deck - 2 Track Trench on Top of 2 Track C&C Box | Route Mile | \$ 2,211,105 | \$ 2,253,759 | | \$ |
| 10.07.950 | Allowance for Construction Monitoring | Route Mile | \$ 210,906,243 | \$ 214,974,836 | | \$ |
| 10.08 | Track structure: Retaining walls and systems | Noute Wille | 143,339 | 140,/34 | | \$ |
| 10.08.211 | Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 25,829,576 | \$ 26,327,855 | | \$ |
| 10.00.211 | 1 | | | | I | |
| 10.08.212 | Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 67,586,123 | \$ 68,889,927 | | \$ |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: tion 2 - Start |
|------------------------|--|----------------|---|----------------------------|-----|---------------------------------------|
| | | | 2009) | 2010) | QTY | COST |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,868 | \$ 93,174,275 | | \$ - |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | \$ 163,304,293 | | | \$ - |
| 10.08.224 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 291,740,935 | \$ 297,368,910 | | \$ - |
| 10.08.241 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | Route Mile | \$ 47,685,463 | \$ 48,605,363 | | \$ - |
| 10.08.242 | Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) | Route Mile | \$ 111,376,696 | \$ 113,525,265 | | \$ - |
| 10.08.243 | Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) | Route Mile | \$ 192,038,567 | \$ 195,743,184 | | \$ - |
| 10.08.344 | Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile | \$ 295,374,114 | \$ 301,072,178 | | \$ - |
| 10.08.346 | Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile | \$ 356,356,513 | \$ 363,230,988 | | \$ - |
| 10.08.411 | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 8,667,052 | \$ 8,834,248 | | \$ - |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 24,952,856 | \$ 25,434,222 | | \$ - |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 43,794,002 | \$ 44,638,832 | | \$ - |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,335,195 | \$ 9,515,280 | | \$ - |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | | \$ 26,414,935 | | \$ - |
| 10.08.423 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile | | \$ 45,929,698 | | \$ - |
| 10.08.432 | Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,723,268 | \$ 26,219,496 | | \$ - |
| 10.08.441 | Retained Fill, Walls Both Sides - 4 Tracks (10' Avg. Wall Ht) | Route Mile | | \$ 9,757,727 | | \$ - |
| 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 26,163,983 | \$ 26,668,712 | | \$ - |
| 10.08.461 | Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,858,094 | \$ 10,048,266 | | \$ - |
| 10.08.999 | Maintenance Of Traffic | LS | | | | \$ - |
| 10.09 | Track new construction: Conventional ballasted | | \$ - | | | - |
| 10.09.110 | Ballasted Track - 1 Track | Route Mile | | \$ 1,855,686 | | \$ - |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | \$ 1,221,280 | \$ 1,244,839 | | \$ - |
| 10.09.120 | Ballasted Track - 2 Track | Route Mile | \$ 3,416,549 | \$ 3,482,458 | | \$ - |
| 10.09.122 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile | \$ 2,423,901 | \$ 2,470,660 | | \$ - |
| 10.09.240 | Ballasted Track - 2 Track (Station Track) | Route Mile | \$ 7,244,923 | \$ 7,384,685 | | \$ - |
| 10.09.132 | Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | \$ 3,580,069 | \$ 3,649,132 | | \$ - |
| 10.09.142 | Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ 4,521,614 | \$ 4,608,840 | | \$ - |
| 10.09.162 | Ballasted Track (Track Laying Machine) - 6 Track | Route Mile | \$ 6,782,421 | \$ 6,913,261 | | \$ - |
| 10.09.810 | Ballasted Freight Track - 1 Track | Route Mile | \$ 1,554,241 | \$ 1,584,224 | | \$ - |
| 10.09.820 | Ballasted Freight Track - 2 Track | Route Mile | \$ 3,089,739 | \$ 3,149,343 | | \$ - |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile | \$ 4,645,413 | \$ 4,735,027 | | \$ - |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile | \$ 91,367 | \$ 93,129 | | \$ - |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ 162,843 | \$ 165,985 | | \$ - |
| 10.09.922 10.09.923 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile | \$ 325,778 | \$ 332,063 | | \$ - |
| 10.09.924 | Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ 488,667 | \$ 498,094 | | \$ - |
| | Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ 651,556 \$ - | \$ 664,125 | | \$ - \$ - |
| 10.10 10.10.110 | Track new construction: Non-ballasted Direct Fixation Track - 1 Track | Route Mile | | \$ 1,847,462 | | \$ - |
| 10.10.120 | Direct Fixation Track - 2 Track | Route Mile | \$ 3,624,438 | | | \$ - \$ - |
| 10.10.140 | Direct Fixation Track - 4 Track | Route Mile | | \$ 7,434,574 | | \$ - |
| 10.10.210 | Independent Dual Block Track - 1 Track | Route Mile | \$ 3,338,726 | \$ 3,403,134 | | \$ - |
| 10.10.220 | Independent Dual Block Track - 2 Track | Route Mile | \$ 6,676,744 | \$ 6,805,545 | | \$ - |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile | \$ 13,353,468 | \$ 13,611,070 | | \$ - |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | | \$ - | ,, | | \$ - |
| 10.14.100 | Direct Fixation Turnout (60 MPH) | EA | | \$ 486,221 | | \$ - |
| 10.14.105 | Direct Fixation Turnout (80 MPH) | EA | \$ 630,650 | \$ 642,816 | | \$ - |
| 10.14.110 | Direct Fixation Turnout (110 MPH) | EA | \$ 887,327 | \$ 904,444 | | \$ - |
| 10.14.115 | Direct Fixation Turnout (150 MPH) | EA | \$ 1,220,877 | \$ 1,244,429 | | \$ - |
| 10.14.130 | Direct Fixation Crossover (60 MPH) | EA | \$ 879,265 | \$ 896,227 | | \$ - |
| 10.14.135 | Direct Fixation Crossover (80 MPH) | EA | \$ 1,188,515 | \$ 1,211,443 | | \$ - |
| 10.14.140 | Direct Fixation Crossover (110 MPH) | EA | \$ 1,647,309 | \$ 1,679,087 | | \$ - |
| 10.14.145 | Direct Fixation Crossover (150 MPH) | EA | | \$ 2,298,491 | | \$ - |
| 10.14.199 | Ballasted Turnout (25 MPH) | EA | \$ 130,500 | \$ 133,017 | | \$ - |
| 10.14.200 | Ballasted Turnout (60 MPH) | EA | | \$ 403,814 | | \$ - |
| 10.14.205 | Ballasted Turnout (80 MPH) | EA | \$ 533,623 | | | \$ - |
| 10.14.210 | Ballasted Turnout (110 MPH) | EA | \$ 739,770 | \$ 754,041 | | \$ - |
| 10.14.215 | Ballasted Turnout (150 MPH) | EA | \$ 1,012,686 | \$ 1,032,221 | | \$ - |
| 10.14.300 | Ballasted Crossover (60 MPH) | EA | \$ 731,709 | | | \$ - |
| 10.14.305 | Ballasted Crossover (80 MPH) | EA | \$ 986,399 | | | \$ - |
| 10.14.310 | Ballasted Crossover (110 MPH) | EA | | \$ 1,398,882 | | \$ - |
| 10.14.315 | Ballasted Crossover (150 MPH) Terminal - Bumping Post | EA | | | | \$ - |
| 10.14.400 | | EA | \$ 27,763 | \$ 28,299 | | \$ - |
| 20.01 | Station buildings: Intercity passenger rail only | 1.0 | A 04 500 705 | å oc 224 002 | | \$ - |
| 20.01.100 20.01.105 | Anaheim Station Millbrae Station | LS | \$ 94,508,725 | | | \$ - |
| 20.01.105 | Millbrae Station - Site Elements | LS | \$ 24,939,819 | | | \$ - |
| 20.01.110 | LA Union Station | LS LS | \$ 24,939,819 \$ 193,627,800 | | | \$ - \$ - |
| 20.02.200 | Redwood/Palo Alto Station | LS | . , , | \$ 197,363,075 | | \$ - |
| 20.02.201 | Redwood/Palo Alto Station - Site Elements | LS | \$ 51,451,014 \$ 6,667,755 | | | \$ - |
| 20.02.201 | Norwalk Station | LS | \$ 46,561,775 | | | \$ - \$ - |
| 20.02.206 | Norwalk Station - Site Elements | LS | \$ 46,561,775 | | | \$ - |
| 20.02.210 | Tulare Station | LS | \$ 18,939,701 | | | \$ - |
| 20.02.211 | Tulare Station - Site Elements | LS | | \$ 19,544,656 | | \$ - \$ - |
| 20.02.215 | Gilroy Station | LS | \$ 68,723,791 | | | \$ - |
| 20.02.216 | Gilroy Station - Site Elements | LS | \$ 9,586,063 | | | \$ - |
| 20.02.220 | Burbank Station | LS | \$ 61,155,850 | | | \$ - |
| | Burbank Station - Site Elements | LS | \$ 13,393,012 | | | \$ - |
| 20.02.221 | 1 | | | | 1 | \$ - |
| 20.02.221 20.02.225 | San Jose Station | LS | 5 70.274 975 | | | 3 - |
| | San Jose Station San Jose Station-Site Elements | LS LS | \$ 70,224,925 \$ 11,447,016 | | | |
| 20.02.225 | | LS LS LS | \$ 70,224,925 \$ 11,447,016 \$ 65,035,950 | \$ 11,667,841 | | \$ - \$ - |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Sul | NO-BFD bsection: tion 2 - Start |
|-------------------------------------|---|--------------------------|--------------------------------|---|-----|---------------------------------------|
| | | | 2009) | 2010) | QTY | соѕт |
| 20.02.235 | Fresno Station | LS | \$ 65,863,950 | \$ 67,134,532 | | \$ - |
| 20.02.236 | Fresno Station - Site Elements | LS | \$ 9,639,938 | | | \$ - |
| 20.02.240 20.02.241 | Bakersfield Station Bakersfield Station - Site Elements | LS | \$ 67,643,575 | | ļ | \$ - \$ - |
| 20.02.241 | Palmdale Station | LS LS | \$ 12,084,938 \$ 68,151,875 | | ļ | \$ - \$ - |
| 20.02.246 | Palmdale Station - Site Elements | LS | | \$ 17,083,571 | | \$ - |
| 20.02.250 | Sylmar Station | LS | \$ 68,151,875 | \$ 69,466,593 | | \$ - |
| 20.02.251 | Sylmar Station - Site Elements | LS | \$ 20,560,115 | \$ 20,956,740 | ļ | \$ - |
| 20.02.300 | At-Grade Station | LS | \$ - | \$ 68,000,000 | | \$ - |
| 20.06 20.06.120 | Pedestrian / bike access and accommodation, landscaping, parking lots Pedestrian Access (Cut & Cover) | LF | \$ 18,340 | \$ 18,694 | | \$ - \$ - |
| 20.06.140 | Pedestrian Plaza | SF | \$ 33 | \$ 18,094 | ļ | \$ - |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | \$ 287,837 | \$ 293,389 | | \$ - |
| 20.06.210 | Parking - At Grade | STL | \$ 3,330 | \$ 3,394 | | \$ - |
| 20.06.250 | Parking - Structured (Above Grade) | STL | \$ 21,812 | \$ 22,233 | | \$ - |
| 20.06.800 20.06.810 | Landscaping Allowance | SF | \$ 3 | \$ 3 | | \$ - |
| 20.06.810 | Landscaping Allowance, Guideway Automobile, bus, van accessways including roads | Route Mile | \$ 175,476 | \$ 178,861 | | \$ - |
| 30.02 | Light maintenance facility | | | | | \$ - |
| 30.02.010 | Light Maintenance Facility (LMF) | EA | \$ 105,006,028 | \$ 107,031,700 | | \$ - |
| 30.03 | Heavy maintenance facility | | ,,,,,, | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | \$ - |
| 30.03.010 | Heavy Maintenance Facility (HMF) | EA | \$ 223,630,679 | \$ 227,944,740 | | \$ - |
| 30.04 | Storage or maintenance-of-way building/bases | | | | | \$ - |
| 30.04.010 | Maintenance of Way Facility (MOWF) | EA | \$ 11,711,592 | \$ 11,937,521 | | \$ - |
| 30.05 30.05.110 | Yard and yard track Ballasted Track - Yard Track | Route Mile | \$ 1,686,767 | \$ 1,719,306 | | \$ - \$ - |
| 30.05.200 | Ballasted Turnout, No. 15 | EA | \$ 404,233 | \$ 412,031 | | \$ - |
| 30.05.210 | Ballasted Diamond Crossover, No. 15 | EA | \$ 574,336 | \$ 585,415 | | \$ - |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | TF | \$ 1,283 | \$ 1,308 | | \$ - |
| 40.01 | Demolition, clearing, site preparation | | | | | \$ - |
| 40.01.010 40.01.050 | Demolition Allowance, Bridge | SF | \$ 26 | \$ 27 | ļ | \$ - |
| 40.01.060 | Demolition Allowance, Building (1 Story) Demolition Allowance, Building (2 Story) | SF SF | \$ 14 \$ 27 | \$ 14 \$ 28 | ļ | \$ - \$ - |
| 40.01.110 | Demolition Allowance, Asphalt Pavement | SY | \$ 56 | \$ 57 | | \$ - |
| 40.01.140 | Demolition Allowance, Concrete Curb | LF | \$ 13 | \$ 13 | ļ | \$ - |
| 40.01.150 | Demolition Allowance, Concrete Sidewalk | SY | \$ 41 | \$ 42 | | \$ - |
| 40.01.810 | Demolition Allowance, Remove Railroad Track | Route Mile | \$ 169,459 | \$ 172,728 | ļ | \$ - |
| 40.01.900 | Miscellanous Excavation & Support Items | LS | \$ 2,224 | \$ 2,267 | | \$ - |
| 40.01.999 | Maintenance Of Traffic | LS | | | | \$ - |
| 40.02 40.02.001 | Site utilities, utility relocation Utility Relocation Allowance, Level 1 | Route Mile | \$ 1,099,949 | \$ 1,121,169 | | \$ - \$ - |
| 40.02.002 | Utility Relocation Allowance, Level 2 | Route Mile | \$ 1,978,427 | | | \$ - |
| 40.02.003 | Utility Relocation Allowance, Level 3 | Route Mile | \$ 3,267,072 | | | \$ - |
| 40.02.004 | Utility Relocation Allowance, Level 4 | Route Mile | \$ 3,906,355 | \$ 3,981,713 | | \$ - |
| 40.02.005 | Utility Relocation Allowance, Level 5 | Route Mile | \$ 4,927,149 | \$ 5,022,198 | | \$ - |
| 40.02.060 40.02.050 | Major Utility Relocation, Aerial Transmission Line | EA | \$ 8,600,000 | | | \$ - |
| 40.03 | Site Utility Allowance | Route Mile | \$ 1,660,257 | \$ 1,692,285 | | \$ - |
| 40.03.100 | Hazardous material, contaminated soil removal/mitigation, ground water treatm Hazardous Material Removal Allowance, Light | Route Mile | \$ - \$ 188,246 | \$ 191,877 | | \$ - \$ - |
| 40.03.105 | Hazardous Material Removal Allowance, Medium | Route Mile | \$ 370,152 | \$ 377,293 | | \$ - |
| 40.03.110 | Hazardous Material Removal Allowance, Heavy | Route Mile | \$ 555,734 | \$ 566,454 | | \$ - |
| 40.03.150 | Removal of Contaminated Soil | CF | \$ 13 | \$ 14 | | \$ - |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | | \$ - | 3% | | \$ - |
| 40.04.100 40.04.105 | Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium | Route Mile Route Mile | \$ 583,755 \$ 1,634,403 | \$ 595,016 \$ 1,665,932 | ļ | \$ - \$ - |
| 40.04.110 | Environmental Mitigation Allowance, Heavy | Route Mile | \$ 2,743,574 | \$ 2,796,500 | | \$ - |
| 40.05 | Site structures including retaining walls, sound walls | | \$ - | . 2,730,300 | | \$ - |
| 40.05.012 | Retaining Wall - 1 Wall (12' Avg. Height) | LF | \$ 3,029 | \$ 3,088 | | \$ - |
| 40.05.020 | Retaining Wall - 1 Wall (20' Avg. Height) | LF | \$ 3,944 | \$ 4,020 | | \$ - |
| 40.05.030 | Retaining Wall - 1 Wall (30' Avg. Height) | LF | \$ 5,392 | \$ 5,496 | | \$ - |
| 40.05.111 40.05.112 | Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | LF LE | \$ 804 \$ 1,551 | \$ 820 | | \$ - \$ - |
| 40.05.112 | Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | LF LF | \$ 1,551 \$ 1,308 | \$ 1,581 \$ 1,334 | | \$ - |
| 40.05.211 | Sound Wall - 1 Wall (8' Avg. Height) | LF LF | \$ 205 | \$ 1,334 | | \$ - |
| 40.05.212 | Sound Wall - 1 Wall (16' Avg. Height) | LF | \$ - | \$ 400 | | \$ - |
| 40.05.310 | Intrusion Protection Berm | LF | \$ 136 | \$ 139 | | \$ - |
| 40.05.400 | Canal Realignments (10' X 8' Trench) | LF | \$ - | \$ 813 | | \$ - |
| 40.05.401 | Canal Realignments (65' X 10' Trench) | LF | \$ - | \$ 3,251 | | \$ - |
| 40.05.999 | Maintenance Of Traffic Temporary facilities and other indirect costs during construction | LS | | 4% | | \$ - \$ - |
| 40.06 40.07 | Temporary facilities and other indirect costs during construction Purchase or lease of real estate | Acre | | 4% | | \$ 80,883,164 |
| 40.08 | Highway/pedestrian overpass/grade separations | Acre | | | | \$ 60,663,164 |
| 40.08.145a | Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | EA | | \$ 3,577,704 | | \$ - |
| 40.08.146a | Roadway Undercrossing HSR - SR 43 on H alignment | EA | | \$ 3,080,539 | | \$ - |
| | Roadway Undercrossing HSR - Private Road on H Alignment | EA | | \$ 972,574 | | \$ - |
| 40.08.147a | Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks | EA | \$ 3,968,660 | \$ 4,045,219 | | \$ - |
| 40.08.322 | | | | | , | |
| 40.08.322 40.08.324 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | EA | \$ 4,632,802 | \$ 4,722,173 | ļ | \$ - |
| 40.08.322 40.08.324 40.08.326 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 6 lane retained fill roadway over 2 tracks | EA | \$ 4,632,802 \$ 5,346,429 | \$ 5,449,567 | | \$ |
| 40.08.322 40.08.324 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | | | | | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | | JNIT PRICE 3rd Quarter | | JNIT PRICE 3rd Quarter | Sub | NO-BFD osection: ion 2 - Start |
|-----------------------|---|------------|----|---------------------------|----|---------------------------|-----|--------------------------------------|
| | | | | 2009) | | 2010) | QTY | COST |
| | Pedstrain Overcrossing | EA | Ì | | \$ | 2,100,000 | | \$ |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | | \$ |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | | \$ |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | \$ |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | \$ |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | \$ |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | \$ |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ | 5,362,896 | | \$ |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | \$ |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ | 723,886 | | \$ |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | 1 | | \$ | 5,805,298 | | \$ |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | | \$ |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | Ś | 4,089,716 | | \$ |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | _ | \$ | 15,000,000 | | Ś |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | _ | Ś | 25,987,089 | | Ś |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | \$ | | | \$ |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | | \$ | , , | \$ | 5,615,692 | | \$ |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | | 5,341,703 | | 5,444,750 | | • |
| 40.08.144 | Roadway Undercrossing HSR - 4 lane roadway under 4 tracks | EA | \$ | 6,516,967 | \$ | 6,642,686 | | \$ |
| | | EA | \$ | 7,129,564 | \$ | 7,267,100 | | \$ |
| 40.08.510 | Roadway Modification, New AC Paving | SF | \$ | 17 | \$ | 18 | | \$ |
| 40.08.520 | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | SF | \$ | 21 | \$ | 21 | | \$ |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | Route Mile | \$ | 549,929 | \$ | 560,538 | | \$ |
| 40.08.540 | Access Road Entrance Point | EA | \$ | 31,937 | \$ | 32,553 | | \$ |
| 40.08.550 | Streetscaping Allowance | ESF | \$ | 343 | \$ | 350 | | \$ |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert | EA | \$ | - | \$ | 20,000 | | \$ |
| 40.08.999 | Maintenance Of Traffic | LS | | | | | | \$ |
| 50.01 | Wayside signaling equipment | | | | | | | \$ |
| 50.01.010 | Train Controls (ATC) | Route Mile | \$ | 1,128,300 | \$ | 1,150,066 | | \$ |
| 50.01.011 | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | | \$ |
| 50.01.020 | Wayside Protection System | Route Mile | \$ | 108,000 | \$ | 110,083 | | \$ |
| 50.01.021 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 162,000 | \$ | 165,125 | | \$ |
| 50.01.030 | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | \$ |
| 50.05 | Communications | | | | | | | \$ |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | | \$ |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | | \$ |
| 60.02 | Traction power supply: Substations | | | | | | | \$ |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | \$ | 2,471,835 | | \$ |
| 60.02.102 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | \$ | 12,103,061 | | \$ |
| 60.02.101 | Traction Power Supply- 4 Tracks | Route Mile | \$ | 3,881,250 | \$ | 3,956,123 | | \$ |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | | \$ |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | | \$ |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | \$ | 258,784 | | \$ |
| 60.03 | Traction power distribution: Catenary and third rail | | | | | | | \$ |
| 60.03.100 | Traction Power Distribution | Route Mile | \$ | 2,118,800 | \$ | 2,159,674 | | \$ |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | | \$ |
| 60.03.100 | Traction Power Distribution- 4 Tracks | Route Mile | Ś | 3,178,200 | Ś | 3,239,511 | | Ś |

| 10.01 Track structure: Visduct | UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: ion 2 - Station |
|---|-----------------------|--|------------|----------------------------|----------------------------|------|--|
| 100.1122 Severed Browners - Track (20° Aug. Par let) Rock Rolls \$ 3.53.12.22 \$ 3.50.3.377 | | | | 2009) | 2010) | QTY | COST |
| 19.01.1232 | | | | | | | \$ - |
| 1901-132 Control Structure - 1 Track (60" Aug. Pier Irth Rope Mile 5 4,733,872 6 4,720,735 6 4,720,735 7 1,720,466 100,1235 100,1232 1 | | | | | | | \$ - |
| 1901.152 Sewerd Binstonner - Times (60 Pag. Pine 10) | | | | | | | \$ - |
| 100.1.128 Sevened Streamers - 1 Track (60 Apr. pR res) | | | | | | | \$ - \$ - |
| 1901.127 Serviced Stancture - 1 Track (07 App Fier 10) | | , , , | | | | | \$ - |
| 100.1223 | 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | | | | | \$ - |
| 100.1228 | 10.01.222 | · · · · · · · · · · · · · · · · · · · | Route Mile | \$ 43,224,380 | \$ 44,058,221 | | \$ - |
| 100.1228 Several Structure - 2 Track (60 Aug. Part 96) Several Structure - 2 Track (60 Aug. Part 96) Several Structure - 2 Track (60 Aug. Part 96) Several Structure - 2 Track (60 Aug. Part 96) Several Structure - 2 Track (60 Aug. Part 96) Several Structure - 2 Track (60 Aug. Part 96) Several Structure - 2 Track (60 Aug. Part 96) Several Structure - 2 Track (60 Aug. Part 96) Several Structure - 2 Track (60 Aug. Part 96) Several Structure - 2 Track (60 Aug. Part 96) Several Structure - 4 Track (60 Aug. Part 96) Several Structure | | , , , | | | | | \$ - |
| 100.1222 Simontal Stantum - 3 Track (60 Amp Filer H) | | | | | . , , | | \$ - |
| 1909.1227 Several Structions - 7 Tank (107 Aug Pier H) | | | | | | | \$ - \$ - |
| 1001-242 | | | | | | | \$ - |
| 1001.244 Simulated Structure - 4 Track (OF Aup Pier Ht) | | | | | | | \$ - |
| 1001-246 Elevented Structure - 4 Track (EV Avg. Pier H) | 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | | | | | \$ - |
| | | Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 103,395,885 | \$ 105,390,496 | | \$ - |
| 1001-1227 Ilevaned Structure (1-4 Track (10° Ang. Pier H) | | | | | | | \$ - |
| 1001.322 Bevarted Structure (Lip.) - 1 Track (OF Avg. Pier H) | | | | | . , , | | \$ - |
| 1001-122 Elevated Structure (1.0) - 1 Track (10 PA) pile H1) | | , | | | | | \$ - \$ - |
| 1001.325 Elevated Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5) - Track (107 Arg. Pier Ht) Route Mille Coulted Structure (1.5 | | | | | | | \$ - |
| 1001.235 Elevated Structure (15.) + Track (107 Aug. Pier H1) | | | | | | | \$ \$ |
| 100.1326 Elevated Structure (15.) - 1 Tack (107 Avg. Pier Hr) Route Mille Rout | | | | | | | \$ - |
| 1001.1227 Elevated Structure (15) * Track (107 Avg. Pier H) | 10.01.326 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | | | | | \$ - |
| 100.14.23 Slavated Structure (1.5) - 2 Track (10P Ang. Pier H) Route Mille S 58.014,500 S 59,334,136 S 100.14.25 Slavated Structure (1.5) - 2 Track (10P Ang. Pier H) Route Mille S 60,120,516 S 72,315,762 S 61,280,076 S 73,728,993 S 100.14.25 Slavated Structure (1.5) - 2 Track (10P Ang. Pier H) Route Mille S 60,120,516 S 72,315,762 S 73,728,993 S 100.14.27 Slavated Structure (1.5) - 2 Track (10P Ang. Pier H) Route Mille S 72,334,586 S 73,728,993 S 100.14.27 Slavated Structure (1.5) - 2 Track (10P Ang. Pier H) Route Mille S 239,350,022 243,066,140 S 72,334,586 S 73,728,993 S 100.14.22 Slavated Structure (1.5-Tail) - 2 Seligie Tracks (110P Ang. Pier H) Route Mille S 239,350,022 243,066,140 S 74,724,666 S 74,724,666 S 74,724,666 S 74,724,666 S 76,165,978 S 74,724,666 S 76,165,978 S 74,724,666 S 76,165,978 S 74,724,666 S 76,165,978 S 76,165,978 S 76,165,978 S 76,165,978 S 76,165,978 S 77,728,913 S 79,024,523 | 10.01.327 | Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | | | | | \$ - |
| 100.14.24 Elevanded Structure (1,5) = 7 track (407 Aug. Pier H) | 10.01.422 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 47,694,536 | \$ 48,614,611 | | \$ - |
| 100.14.28 Elevanded Structure (1.5) = 2 Track (60° Aug. Pier H) | | | Route Mile | | | | \$ - |
| 1001.426 Elevated Structure (LS) - 2 Track (FW Arp, Pier Ht) | | | | | | | \$ - |
| 10.01.427 Elevated Structure (LS)- 2 Tack (70" Ang. Pier Ht) | | | | | | | \$ - |
| 10.01.4.31 Elevande Structure (LS-Tail) - 2-Single Tracks (10° Avg. Pier H) Route Mille S 23,540,7.4 \$ 24,015,6.64 10.01.512 Elevande Structure Stradio over 2 Rr - 1 Track (20° Avg. Pier H) Route Mille S 70,115,23 \$ 7,147,130 10.01.512 Elevande Structure Stradio over 2 Rr - 1 Track (20° Avg. Pier H) Route Mille S 70,115,23 \$ 7,147,130 10.01.514 Elevande Structure Stradio over 2 Rr - 1 Track (40° Avg. Pier H) Route Mille S 76,109,232 \$ 7,576,437 \$ 7,000,532 \$ 7,500,437 \$ 7,000,532 \$ 7,500,437 \$ 7,000,532 \$ 7,500,437 \$ 7,000,532 \$ 7,500,437 \$ 7,000,532 \$ 7,500,437 \$ 7,000,532 \$ 7,500,437 \$ 7,000,532 \$ 7,500,437 \$ 7,000,532 \$ 7,500,437 \$ 7,000,532 \$ 7,500,437 \$ 7,000,532 \$ 7,500,437 \$ 7,000,532 \$ 7,500,437 \$ | | | | | | | \$ - |
| 10.01.432 Elevated Structure (1.5-Tail) - 2.5ingle Trabs (120 Avg. Pier Ht) | | | | | | | \$ - \$ - |
| 10.01.512 Elevated Structure Straddio over 2 RR - 1 Track (07 Ayp, Pier H) | | | | | | | \$ - \$ - |
| 10.0.1513 Elevated Structure Straddio over 2 RR - 1 Track (60° Avg. Pier Ht) Route Mile \$ 74,74,468 \$ 76,108,232 \$ 77,576,837 | | | | | . , , | | \$ - |
| 10.01.514 Elevated Structure Stradde over 2 RR - 1 Track (40° Avg. Pier Ht) Route Mile \$ 77,57.84.37 \$ 77,576.437 \$ 10.01.516 Elevated Structure Straddie over 2 RR - 1 Track (50° Avg. Pier Ht) Route Mile \$ 77,57.84.31 \$ 79,01.512 \$ 80,499.641 \$ 10.01.523 Elevated Structure Straddie over 2 RR - 2 Track (20° Avg. Pier Ht) Route Mile \$ 78,976.112 \$ 80,499.641 \$ 80,499.641 \$ 10.01.523 Elevated Structure Straddie over 2 RR - 2 Track (20° Avg. Pier Ht) Route Mile \$ 82,017.601 \$ 83,499.803 \$ 83,499.803 \$ 10.01.524 Elevated Structure Straddie over 2 RR - 2 Track (20° Avg. Pier Ht) Route Mile \$ 84,822.267 \$ 86,458,574 \$ 10.01.526 Elevated Structure Straddie over 2 RR - 2 Track (20° Avg. Pier Ht) Route Mile \$ 84,822.267 \$ 86,458,574 \$ 10.01.526 Elevated Structure Straddie over 2 RR - 2 Track (20° Avg. Pier Ht) Route Mile \$ 80,002.601 \$ 81,393.803 \$ 10.01.612 \$ 110.01.6 | | | | | | | \$ - |
| 10.01.516 Elevated Structure Straddie over 2 RR - 1 Track (60° Avg. Pier Ht) Route Mile \$7,74.11.338 \$7,976.112 \$80,499.641 \$10.01.522 Elevated Structure Straddie over 2 RR - 2 Track (30° Avg. Pier Ht) Route Mile \$82,017.601 \$83,599.803 \$10.01.524 Elevated Structure Straddie over 2 RR - 2 Track (40° Avg. Pier Ht) Route Mile \$82,017.601 \$83,101.675 \$85,010.162 \$85,010.162 \$10.01.525 Elevated Structure Straddie over 2 RR - 2 Track (40° Avg. Pier Ht) Route Mile \$86,267.477 \$85,010.162 | 10.01.514 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) | | | . , , | | \$ - |
| 10.01.522 Elevated Structure Straddie over 2 RR - 2 Track (20° Avg. Pier H) Route Mile \$ 82,017.601 \$ 83,599.803 10.01.525 Elevated Structure Straddie over 2 RR - 2 Track (40° Avg. Pier H) Route Mile \$ 84,822.267 \$ 86,455,574 10.01.525 Elevated Structure Straddie over 2 RR - 2 Track (60° Avg. Pier H) Route Mile \$ 84,822.267 \$ 86,455,574 10.01.525 Elevated Structure Straddie over 2 RR - 2 Track (60° Avg. Pier H) Route Mile \$ 84,622.267 \$ 86,455,574 10.01.612 Elevated Structure Straddie over 4 RR - 2 Track (60° Avg. Pier H) Route Mile \$ 111,218,191 \$ 113,363,701 10.01.612 Elevated Structure Straddie over 4 RR - 1 Track (20° Avg. Pier H) Route Mile \$ 116,822,49 119,147,218 10.01.614 Elevated Structure Straddie over 4 RR - 1 Track (40° Avg. Pier H) Route Mile \$ 116,822,49 119,147,218 10.01.615 Elevated Structure Straddie over 4 RR - 1 Track (40° Avg. Pier H) Route Mile \$ 116,918,218 \$ 122,721,915 10.01.615 Elevated Structure Straddie over 4 RR - 2 Track (40° Avg. Pier H) Route Mile \$ 112,818,910 \$ 120,713 \$ 124,258,848 10.01.622 Elevated Structure Straddie over 4 RR - 2 Track (40° Avg. Pier H) Route Mile \$ 118,511,296 \$ 120,797,498 10.01.625 Elevated Structure Straddie over 4 RR - 2 Track (40° Avg. Pier H) Route Mile \$ 124,185,450 \$ 126,581,112 10.01.625 Elevated Structure Straddie over 4 RR - 2 Track (40° Avg. Pier H) Route Mile \$ 124,185,450 \$ 126,581,112 10.01.626 Elevated Structure Straddie over 4 RR - 2 Track (40° Avg. Pier H) Route Mile \$ 124,185,630 \$ 126,581,112 10.01.627 Elevated Structure Straddie over 4 RR - 2 Track (40° Avg. Pier H) Route Mile \$ 122,00.0143 \$ 134,607,437 10.01.702 Elevated Structure Straddie over 4 RR - 2 Track (40° Avg. Pier H) Route Mile \$ 126,282,645 \$ 128,718,764 10.01.701 Elevated Structure Straddie over 4 RR - 4 Track (40° Avg. Pier H) Route Mile \$ 126,082,636 \$ 128,718,764 10.01.701 Elevated Structure Straddie over 4 | 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 77,528,913 | \$ 79,024,523 | | \$ - |
| 10.01.523 Elevated Structure Straddle over 2 RR - 2 Track (30" Avg. Pier H) Route Mile \$ 83,012,60" \$ 83,009,800 \$ 10.01.524 Elevated Structure Straddle over 2 RR - 2 Track (40" Avg. Pier H) Route Mile \$ 83,401,66" \$ 85,001,162 \$ 85,001,162 \$ 10.01.526 Elevated Structure Straddle over 2 RR - 2 Track (60" Avg. Pier H) Route Mile \$ 86,267,477 \$ 87,931,664 \$ 10.01.612 Elevated Structure Straddle over 4 RR - 1 Track (20" Avg. Pier H) Route Mile \$ 111,81,915 131,363,701 \$ 10.01.613 Elevated Structure Straddle over 4 RR - 1 Track (20" Avg. Pier H) Route Mile \$ 116,892,249 \$ 119,147,218 \$ 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (30" Avg. Pier H) Route Mile \$ 116,892,249 \$ 119,147,218 \$ 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (30" Avg. Pier H) Route Mile \$ 119,148,218 \$ 121,271,915 \$ 10.01.615 Elevated Structure Straddle over 4 RR - 2 Track (30" Avg. Pier H) Route Mile \$ 124,071,377 \$ 124,258,848 \$ 10.01.622 Elevated Structure Straddle over 4 RR - 2 Track (30" Avg. Pier H) Route Mile \$ 126,711,251 \$ 129,155,638 \$ 10.01.624 Elevated Structure Straddle over 4 RR - 2 Track (30" Avg. Pier H) Route Mile \$ 126,711,251 \$ 129,155,638 \$ 10.01.626 Elevated Structure Straddle over 4 RR - 2 Track (40" Avg. Pier H) Route Mile \$ 126,721,251 \$ 129,155,638 \$ 10.01.626 Elevated Structure Straddle over 4 RR - 2 Track (40" Avg. Pier H) Route Mile \$ 126,721,251 \$ 129,155,638 \$ 10.01.626 Elevated Structure Straddle over 4 RR - 2 Track (40" Avg. Pier H) Route Mile \$ 131,726,304 \$ 134,607,437 \$ 10.01.626 Elevated Structure Straddle over 4 RR - 4 Track (40" Avg. Pier H) Route Mile \$ 131,726,304 \$ 134,607,437 \$ 10.01.700 Elevated Structure Straddle over 4 RR - 4 Track (40" Avg. Pier H) Route Mile \$ 131,933,691 \$ 134,476,825 \$ 10.01.601 \$ 10.01.601 Elevated Structure Straddle over 4 RR - 4 Track (40" Avg. Pier H) Route Mile \$ 131,933,691 \$ 134,476, | | | Route Mile | | \$ 80,499,641 | | \$ - |
| 10.01.524 Elevated Structure Straddie over 2 RR - 2 Track (60° Avg. Pier Ht) Route Mile \$ 83,401.267 \$ 85,010.162 | | | Route Mile | | | | \$ - |
| 10.01.525 Elevated Structure Straddle over 2 RR - 2 Track (60 Avg. Pier Ht) Route Mile \$ 86,267.477 \$ 87,931.664 | | | | | | | \$ - |
| 10.01.526 Elevated Structure Straddie over 4 RR - 1 Track (60° Avg. Pier H) Route Mile S 111,218,19 S 113,363,701 | | | | | . , , | | \$ - |
| 1001.612 Elevated Structure Straddle over 4 RR - 1 Track (20" Avg. Pier Ht) Route Mile S | | | | | | | \$ - \$ - |
| 1001.614 | | , and the second | | | | | \$ - |
| 10.01.614 Elevated Structure Straddle over 4 RR - 1 Track (60° Avg. Pier Ht) Route Mile S 11.9418,218 S 121,721,915 10.01.615 Elevated Structure Straddle over 4 RR - 1 Track (50° Avg. Pier Ht) Route Mile S 112,907,137 S 124,228,848 10.01.622 Elevated Structure Straddle over 4 RR - 2 Track (20° Avg. Pier Ht) Route Mile S 112,907,137 S 124,228,848 10.01.623 Elevated Structure Straddle over 4 RR - 2 Track (20° Avg. Pier Ht) Route Mile S 124,185,450 S 126,581,112 S 120,915,5638 S 10.01.625 Elevated Structure Straddle over 4 RR - 2 Track (60° Avg. Pier Ht) Route Mile S 126,711,251 S 129,155,638 S 10.01.625 Elevated Structure Straddle over 4 RR - 2 Track (60° Avg. Pier Ht) Route Mile S 120,000,143 S 131,692,544 S 126,711,251 S 126,581,112 S 120,155,638 S 126,711,251 S 120,155,638 S 126,581,112 S 120,155,638 S 1 | | | | | | | \$ - |
| 10.01.615 | | | | | | | \$ - |
| 10.01.623 Elevated Structure Straddle over 4 RR - 2 Track (30" Avg. Pier Ht) Route Mile S 124,185,450 S 126,581,112 S 129,155,638 10.01.625 Elevated Structure Straddle over 4 RR - 2 Track (40" Avg. Pier Ht) Route Mile S 126,711,251 S 129,155,638 131,092,544 10.01.626 Elevated Structure Straddle over 4 RR - 2 Track (60" Avg. Pier Ht) Route Mile S 132,726,304 S 131,692,544 10.01.700 Elevated Structure Straddle over 4 RR - 2 Track (60" Avg. Pier Ht) Route Mile S 132,726,304 S 134,267,437 Route Mile S 126,282,645 S 128,718,764 Route Mile S 131,933,691 S 124,187,64 Route Mile S 126,282,645 S 128,718,764 Route Mile S 126,282,645 S 128,718,764 Route Mile S 134,449,679 S 137,043,348 Route Mile S 126,082,645 S 128,718,764 Route Mile S 134,449,679 S 126,724,825 S 126,72 | 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | | | | | \$ - |
| 10.01.624 Elevated Structure Straddle over 4 RR - 2 Track (60° Avg. Pier Ht) Route Mile \$ 126,711,251 \$ 129,155,638 10.01.625 Elevated Structure Straddle over 4 RR - 2 Track (60° Avg. Pier Ht) Route Mile \$ 129,200,143 \$ 131,692,544 10.01.626 Elevated Structure Straddle over 4 RR - 2 Track (60° Avg. Pier Ht) Route Mile \$ 131,726,304 \$ 134,676,7437 10.01.700 Elevated Structure Straddle over 4 RR - 4 Track (20° Avg. Pier Ht) Route Mile \$ 126,282,645 \$ 128,718,764 10.01.701 Elevated Structure Straddle over 4 RR - 4 Track (20° Avg. Pier Ht) Route Mile \$ 131,933,691 \$ 134,478,825 \$ 128,718,764 10.01.901 Route Mile \$ 131,933,691 \$ 134,478,825 \$ 137,043,348 10.01.944 Elevated Structure - 2 Track wf 2 Single Trenches Route Mile \$ 44,000,000 \$ 44,848,804 \$ 10.01.950 PPC/PS Double Cell Box 30° span (Stream Crossing) - 2 Tracks Route Mile \$ 40,000,000 \$ 44,848,804 \$ 10.01.999 PPC/PS Double Cell Box 50° span (Stream Crossing) - 2 Tracks Route Mile \$ 50,000,000 \$ 59,118,878 \$ 10.01.999 Route Mile \$ 50,000,000 \$ 59,118,878 \$ 10.01.999 Route Mile \$ 66,899,099 \$ 68,189,650 \$ 10.02.013 Bridge Structure - 3 span with 1 Track Route Mile \$ 66,899,099 \$ 68,189,650 \$ 10.02.013 Bridge Structure - 3 span with 2 Track Route Mile \$ 100,045,360 \$ 101,975,335 \$ 0.02 \$ 10.02.043 Bridge Structure - 3 span with 4 Track Route Mile \$ 100,045,360 \$ 101,975,335 \$ 0.02 \$ 10.02.045 Bridge Structure - 5 JNR Spur - Tench Cover EA | 10.01.622 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 118,511,296 | \$ 120,797,498 | | \$ - |
| 10.01.625 Elevated Structure Straddle over 4 RR - 2 Track (60" Avg. Pier Ht) | | | Route Mile | | | | \$ - |
| 10.01.526 Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) Route Mile S 131,726,304 S 134,267,437 | | | | | | | \$ - |
| 10.01.700 Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) Route Mile \$ 126,282,645 \$ 128,718,764 10.01.701 Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) Route Mile \$ 131,933,691 \$ 134,478,825 \$ 130,01.702 Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) Route Mile \$ 134,449,679 \$ 137,043,348 \$ 10.01.950 PPC/PS Double Cell Box 30' span (Stream Crossing) - 2 Tracks Route Mile \$ 44,000,000 \$ 44,848,804 \$ 10.01.951 PPC/PS Double Cell Box 30' span (Stream Crossing) - 2 Tracks Route Mile \$ 58,000,000 \$ 59,118,878 \$ 10.01.999 Maintenance Of Traffic E | | | | | | | \$ - |
| 10.01.701 Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) Route Mile \$ 131,933,691 \$ 134,478,825 \$ 10.01.702 Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) Route Mile \$ 134,449,679 \$ 137,043,348 \$ 10.01.944 Elevated Structure - 2 Track w 2 Single Trenches Route Mile \$ 44,000,000 \$ 44,848,804 \$ 10.01.950 PPC/PS Double Cell Box 50' span (Stream Crossing) - 2 Tracks Route Mile \$ 58,000,000 \$ 59,118,878 \$ 10.01.960 Stream Crossing HST Structure Box Culverts EA \$ 20,000 \$ 20,386 \$ 10.01.999 Maintenance Of Traffic LS 5% \$ 10.02.013 Bridge Structure - 3 span with 1 Track Route Mile \$ 66,899,099 \$ 68,189,650 \$ 68,189,650 \$ 10.02.023 Bridge Structure - 3 span with 4 Track Route Mile \$ 100,045,360 | | | | | | | \$ - |
| 10.01.702 Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) Route Mile \$ 134,449,679 \$ 137,043,348 10.01.944 Elevated Structure - 2 Track w 2 Single Trenches Route Mile \$ | | | | | | | \$ - \$ - |
| 10.01.944 Elevated Structure - 2 Track w/ 2 Single Trenches Route Mile \$ 44,000,000 \$ 44,848,804 10.01.950 PPC/PS Double Cell Box 30' span (Stream Crossing) - 2 Tracks Route Mile \$ 44,000,000 \$ 44,848,804 10.01.951 PPC/PS Double Cell Box 50' span (Stream Crossing) - 2 Tracks Route Mile \$ 58,000,000 \$ 59,118,878 10.01.999 Maintenance Of Traffic LS | | | | | | | \$ - |
| 10.01.950 PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks Route Mile \$ 44,000,000 \$ 44,848,804 10.01.951 PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks Route Mile \$ 58,000,000 \$ 59,118,878 EA \$ 20,000 \$ 59,118,878 EA \$ 20,000 \$ 20,386 EA \$ 20,000 \$ 59,118,878 EA \$ 59,118,978 EA \$ 20,000 \$ 59,118,878 \$ 59,118,9 | | | | | | | \$ - |
| 10.01.951 PPC/PS Double Cell Box 50' span (Stream Crossing) - 2 Tracks Stream Crossing HST Structure Box Culverts EA | 10.01.950 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | | | | 1 | \$ - |
| 10.01.999 Maintenance Of Traffic | | | | \$ 58,000,000 | | | \$ - |
| 10.02 Track structure: Major/Movable bridge | | | | \$ 20,000 | \$ 20,386 | | \$ - |
| 10.02.013 Bridge Structure - 3 span with 1 Track Route Mile S | | | LS | | | 5% | \$ - |
| Bridge Structure - 3 span with 2 Track Route Mile \$ 66,899,099 \$ 68,189,650 | | | D | | 6 40.000 | | \$ 2,141,482 |
| 10.02.043 Bridge Structure - 3 span with 4 Track Route Mile \$ 100,045,360 \$ 101,975,335 0.02 | | | | | | | \$ - |
| 10.02.044a Bridge Structure - 2 Track Steel Truss Bridges Route Mile \$ | | | | | | 0.02 | \$ - \$ 2,039,507 |
| 10.02.045a Bridge Structure - SJVR Spur - Trench Cover EA \$ | | | | | | 0.02 | \$ 2,033,307 |
| 10.02.046a Bridge Structure - SJVR Spur - Rail Bridge EA \$ | | | | 7 | | | \$ - |
| 10.02.999 Maintenance Of Traffic LS 5% | 10.02.046a | Bridge Structure - SJVR Spur - Rail Bridge | | | | | \$ - |
| 10.05 Track structure: Cut and Fill (> 4' height/depth) S - | | | | \$ - | \$ 3,283,677 | | \$ - |
| 10.05.111 At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) 10.05.112 At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) 10.05.113 At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) 10.05.114 At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) 10.05.115 At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) 10.05.121 At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) 10.05.122 At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) 10.05.123 At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) 10.05.124 At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) 10.05.125 At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) 10.05.126 At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) 10.05.127 At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) 10.05.128 At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) 10.05.129 At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) 10.05.129 At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) 10.05.129 At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) 10.05.129 At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) 10.05.129 At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) 10.05.129 At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) 10.05.129 At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) 10.05.129 At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) 10.05.129 At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | | | LS | | | 5% | \$ 101,975 |
| 10.05.112 At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) Route Mile \$ 3,040,609 \$ 3,099,266 | | , , | Devite 11 | | 6 4.055.355 | | \$ 4,560,979 |
| 10.05.113 At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) Route Mile \$ 4,437,362 \$ 4,522,964 Route Mile \$ 6,095,891 \$ 6,213,487 Route Mile \$ 2,527,904 \$ 2,576,670 Route Mile \$ 3,873,994 \$ 3,948,727 At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) Route Mile \$ 5,488,286 \$ 5,594,161 | | | | | | | \$ - |
| 10.05.114 At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) Route Mile \$ 6,095,891 \$ 6,213,487 10.05.121 At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) Route Mile \$ 2,527,904 \$ 2,576,670 10.05.122 At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) Route Mile \$ 3,873,994 \$ 3,948,727 10.05.123 At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) Route Mile \$ 5,488,286 \$ 5,594,161 | | | | | | | \$ - \$ - |
| 10.05.121 At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) Route Mile \$ 2,527,904 \$ 2,576,670 10.05.122 At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) Route Mile \$ 3,873,994 \$ 3,948,727 10.05.123 At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) Route Mile \$ 5,488,286 \$ 5,594,161 | | | | | | | \$ - |
| 10.05.122 At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) Route Mile \$ 3,873,994 \$ 3,948,727 10.05.123 At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) Route Mile \$ 5,488,286 \$ 5,594,161 | | | | | | | \$ |
| 10.05.123 At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) Route Mile \$ 5,488,286 \$ 5,594,161 | | | | | . , , | | \$ |
| | | | | | | | \$ |
| 10.05.124 At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) Route Mile \$ 7,375,140 \$ 7,517,413 | 10.05.124 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) | | | | 1 | \$ |
| 10.05.126 At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) Route Mile \$ 17,706,798 \$ 18,048,380 | | At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) | | \$ 17,706,798 | | | \$ |
| 10.05.128 At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) Route Mile \$ 32,673,082 \$ 33,303,379 10.05.130 At-Grade Track-bed in Cut - 2 Track (80' Avg. Exc Depth) Route Mile \$ 52,529,924 \$ 53,543,279 | 10.05.128 | At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile | | \$ 33,303,379 | | \$. |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | _ | JNIT PRICE 3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: ion 2 - Station |
|---------------------------------|--|--|----------------|---|----------------------------------|------|--|
| | | | | 2009) | 2010) | QTY | соѕт |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ | 77,047,580 | \$ 78,533,905 | | \$ - |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | \$ | 3,555,979 | | 0.56 | \$ 2,029,763 |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ | | | 0.35 | \$ 1,784,531 |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ | 1,255,789 | \$ 1,280,015 | | \$ - |
| 10.05.212 10.05.213 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) | Route Mile | \$ | 1,824,123 | | | \$ - |
| 10.05.214 | At-Grade Track-bed in Fill - 1 Track (15 Avg. Fill Ht) At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile Route Mile | \$ | 2,574,079 3,508,477 | \$ 2,623,735 \$ 3,576,159 | | \$ - \$ - |
| 10.05.221 | At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) | Route Mile | \$ | 1,804,472 | \$ 1,839,282 | | \$ - |
| 10.05.222 | At-Grade Track-bed in Fill - 2 Track (10' Avg. Fill Ht) | Route Mile | \$ | 2,514,964 | \$ 2,563,480 | | \$ - |
| 10.05.223 | At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile | \$ | 3,420,413 | \$ 3,486,396 | | \$ - |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ | 4,498,944 | \$ 4,585,733 | | \$ - |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ | 10,874,062 | \$ 11,083,833 | | \$ - |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ | 20,392,304 | | | \$ - |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ | 33,180,092 | \$ 33,820,169 | | \$ - |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ | 48,985,268 | | | \$ - |
| 10.05.241 10.05.261 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | \$ | 2,473,684 | \$ 2,521,404 | 0.21 | \$ 529,495 \$ - |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile Route Mile | \$ | 3,162,050 5,441,105 | \$ 3,223,050 \$ 5,546,070 | | \$ - |
| 10.05.999 | Maintenance Of Traffic | LS | ٦ | 3,441,103 | 3,340,070 | 5% | \$ 217,189 |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | | | | | 371 | \$ - |
| 10.06.210 | At-Grade Track-bed with Closed Drainage - 1 Track | Route Mile | \$ | 1,366,385 | \$ 1,392,744 | | \$ - |
| 10.06.220 | At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | \$ | 2,168,933 | | | \$ - |
| 10.06.230 | At-Grade Track-bed with Closed Drainage - 3 Track | Route Mile | \$ | 2,660,843 | \$ 2,712,173 | | \$ - |
| 10.06.240 | At-Grade Track-bed with Closed Drainage - 4 Track | Route Mile | \$ | 3,039,420 | \$ 3,098,053 | | \$ - |
| 10.06.999 | Maintenance Of Traffic | LS | | | | 5% | \$ - |
| 10.07 10.07.101 | Track structure: Tunnel TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ | 121,440,000 | \$ 123,782,700 | | \$ - \$ - |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ | 179,520,000 | , , | | \$ - |
| 10.07.103 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ | 158,400,000 | \$ 161,455,695 | | \$ - |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | \$ | 300,960,000 | \$ 306,765,821 | | \$ - |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | \$ | 227,040,000 | \$ 231,419,830 | | \$ - |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ | 205,920,000 | \$ 209,892,404 | | \$ - |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ | 464,640,000 | \$ 473,603,373 | | \$ - |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | \$ | 147,840,000 | \$ 150,691,982 | | \$ - |
| 10.07.204 10.07.205 | D&B Double Track Tunnel 40ft ID in rock (poor) D&B Double Track Tunnel 50ft ID in hard rock (competent) | Route Mile | \$ | 364,320,000 | | | \$ - |
| 10.07.206 | D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile Route Mile | \$ | 232,320,000 485,760,000 | \$ 236,801,686 \$ 495,130,799 | | \$ - \$ - |
| 10.07.301 | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile | \$ | 374,880,000 | | | \$ - |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ | 454,080,000 | \$ 462,839,659 | | \$ - |
| 10.07.303 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ | 269,280,000 | \$ 274,474,682 | | \$ - |
| 10.07.304 | SEM Double Track Tunnel 40ft ID in soft ground (poor) | Route Mile | \$ | 306,240,000 | \$ 312,147,677 | | \$ - |
| 10.07.305 | SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | \$ | 396,000,000 | \$ 403,639,238 | | \$ - |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (poor) | Route Mile | \$ | 448,800,000 | \$ 457,457,803 | | \$ - |
| 10.07.401 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ | 237,600,000 | \$ 242,183,543 | | \$ - \$ - |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile Route Mile | \$ | 274,560,000 179,520,000 | | | \$ - |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ | 248,160,000 | | | \$ - |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) | Route Mile | \$ | 290,400,000 | | | \$ - |
| 10.07.406 | RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ | 401,280,000 | \$ 409,021,094 | | \$ - |
| 10.07.207 | D&B Cross Passage conservative cost in rock | Linear Feet | \$ | 28,000 | \$ 28,540 | | \$ - |
| 10.07.407 | RH Cross Passage conservative cost in soft rock | Linear Feet | \$ | 25,000 | \$ 25,482 | | \$ - |
| 10.07.501 | Cross Passage in Soft Ground (competent) | Linear Feet | \$ | 33,000 | \$ 33,637 | | \$ - |
| 10.07.502 10.07.114 | Cross Passage in Soft Ground, including jet grout (poor) Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Linear Feet | \$ | 84,000 | \$ 85,620 | | \$ - |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40 Avg. Exc Depth) Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile Route Mile | \$ | 90,688,401 107,082,440 | \$ 92,437,871 \$ 109,148,168 | | \$ - \$ - |
| 10.07.116 | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile | \$ | 135,385,066 | \$ 137,996,780 | | \$ - |
| 10.07.214 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ | 141,194,360 | \$ 143,918,141 | | \$ - |
| 10.07.215 | Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ | 163,855,983 | | | \$ - |
| 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ | 202,718,337 | \$ 206,628,977 | | \$ - |
| 10.07.224 | Cut & Cover Box - 2 Track/ 2 Box (40' Avg. Exc Depth) | Route Mile | \$ | 189,027,415 | \$ 192,673,943 | | \$ - |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | \$ | 221,996,334 | | | \$ - |
| 10.07.226 10.07.414 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile Route Mile | \$ | 278,841,077 | \$ 284,220,202 \$ 210,664,680 | | \$ - |
| 10.07.415 | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ | 206,677,660 237,737,305 | \$ 210,664,680 \$ 242,323,497 | | \$ - \$ - |
| 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ | 291,302,754 | \$ 296,922,277 | | \$ - |
| 10.07.526a | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile | \$ | | \$ 434,924,098 | | \$ - |
| 10.07.801 | Ventilation Shaft | VF | \$ | 13,627 | \$ 13,890 | | \$ - |
| 10.07.802 | Mid-Line Ventilation Structure | LS | \$ | 8,742,980 | \$ 8,911,641 | | \$ - |
| 10.07.803 | Tunnel Portal Structure | LS | \$ | 8,089,108 | \$ 8,245,155 | | \$ - |
| 10.07.805 10.07.850 | Emergency Access Shaft Pumping Station | VF | \$ | 22,520 | | | \$ - |
| 10.07.850 | Mechanical & Electrical Allowance for Underground (Single) | EA Route Mile | \$ | 212,310 7,354,997 | | | \$ - \$ - |
| 10.07.902 | Mechanical & Electrical Allowance for Underground (Double) | Route Mile | \$ | 14,710,177 | \$ 14,993,951 | | \$ - |
| 10.07.920 | Ventilation Equipment Allowance | EA | \$ | 2,211,105 | \$ 2,253,759 | | \$ - |
| | Double Deck - 2 Track Trench on Top of 2 Track C&C Box | Route Mile | \$ | 210,906,243 | \$ 214,974,836 | | \$ - |
| 10.07.922 | Allowance for Construction Monitoring | Route Mile | \$ | 145,939 | \$ 148,754 | | \$ - |
| 10.07.922 10.07.950 | Anomalice for Gorist action monitoring | | | | | | 1 4 |
| 10.07.950 10.08 | Track structure: Retaining walls and systems | | | | | | \$ - |
| 10.07.950 10.08 10.08.211 | Track structure: Retaining walls and systems Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ | 25,829,576 | | | \$ - |
| 10.07.950 10.08 | Track structure: Retaining walls and systems | Route Mile Route Mile Route Mile | \$ \$ \$ | 25,829,576 67,586,123 127,460,002 | \$ 68,889,927 | | |

| 10.08.223 F 10.08.224 F 10.08.241 F 10.08.243 F 10.08.344 F 10.08.346 F 10.08.411 F 10.08.412 F 10.08.421 F 10.08.421 F 10.08.421 F 10.08.422 F | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) | Route Mile Route Mile | | 2009) | 2010) | QTY | |
|---|---|--------------------------|----------|----------------------------|----------------------------------|------|-------------------|
| 10.08.223 F 10.08.224 F 10.08.241 F 10.08.243 F 10.08.344 F 10.08.346 F 10.08.411 F 10.08.412 F 10.08.421 F 10.08.421 F 10.08.421 F 10.08.422 F | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | | 1. | | | QII | COST |
| 10.08.224 F 10.08.241 F 10.08.242 F 10.08.243 F 10.08.344 F 10.08.411 F 10.08.412 F 10.08.413 F 10.08.421 F 10.08.421 F | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | Route Mile | \$ | 91,410,868 | \$ 93,174,275 | | \$ |
| 10.08.241 F 10.08.242 F 10.08.243 F 10.08.344 F 10.08.346 F 10.08.411 F 10.08.412 F 10.08.421 F 10.08.421 F 10.08.422 F | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | | \$ | 163,304,293 | | | \$ |
| 10.08.242 F 10.08.243 F 10.08.344 F 10.08.346 F 10.08.411 F 10.08.412 F 10.08.421 F 10.08.422 F | | Route Mile | \$ | | \$ 297,368,910 | | \$ |
| 10.08.243 F 10.08.344 F 10.08.346 F 10.08.411 F 10.08.412 F 10.08.421 F 10.08.422 F 10.08.423 F | Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) | Route Mile | \$ | 47,685,463 | | | \$ |
| 10.08.344 F 10.08.346 F 10.08.411 F 10.08.412 F 10.08.421 F 10.08.422 F 10.08.423 F | Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) | Route Mile | \$ | | \$ 113,525,265 | | \$ |
| 10.08.346 F 10.08.411 F 10.08.412 F 10.08.413 F 10.08.421 F 10.08.422 F | Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile Route Mile | \$ | 192,038,567 295,374,114 | \$ 195,743,184 \$ 301,072,178 | | \$ \$ |
| 10.08.411 F 10.08.412 F 10.08.413 F 10.08.421 F 10.08.422 F 10.08.423 F | Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile | \$ | | \$ 363,230,988 | | \$ |
| 10.08.413 F 10.08.421 F 10.08.422 F 10.08.423 F | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile | \$ | 8,667,052 | \$ 8,834,248 | | Š |
| 10.08.421 F 10.08.422 F 10.08.423 F | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ | | \$ 25,434,222 | | \$ |
| 10.08.422 F 10.08.423 F | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile | \$ | | \$ 44,638,832 | | \$ |
| 10.08.423 F | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | \$ | 9,335,195 | \$ 9,515,280 | | \$ |
| | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | \$ | | \$ 26,414,935 | | \$ |
| 10.08.432 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile | \$ | | \$ 45,929,698 | | \$ |
| | Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | \$ | 25,723,268 | | | \$ |
| | Retained Fill, Walls Both Sides - 4 Tracks (10' Avg. Wall Ht) Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) | Route Mile | \$ | | \$ 9,757,727 | | \$ |
| | Retained Fill, Walls Both Sides - 4 Tracks (20 Avg. Wall Ht) Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile Route Mile | \$ \$ | 26,163,983 9,858,094 | \$ 26,668,712 \$ 10,048,266 | | \$ \$ |
| | Maintenance Of Traffic | LS | ې | 3,838,034 | \$ 10,048,266 | 5% | \$ |
| | Track new construction: Conventional ballasted | 13 | \$ | | | 370 | \$ 5,968,44 |
| | Ballasted Track - 1 Track | Route Mile | \$ | 1,820,565 | \$ 1,855,686 | | \$ |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | \$ | 1,221,280 | \$ 1,244,839 | | \$ |
| 10.09.120 | Ballasted Track - 2 Track | Route Mile | \$ | 3,416,549 | \$ 3,482,458 | | \$ |
| | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile | \$ | 2,423,901 | \$ 2,470,660 | | \$ |
| | Ballasted Track - 2 Track (Station Track) | Route Mile | \$ | 7,244,923 | \$ 7,384,685 | | \$ |
| | Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | \$ | 3,580,069 | \$ 3,649,132 | | \$ |
| | Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ | 4,521,614 | \$ 4,608,840 | 0.77 | \$ 3,548,80 |
| | Ballasted Track (Track Laying Machine) - 6 Track Ballasted Freight Track - 1 Track | Route Mile | \$ | 6,782,421 | \$ 6,913,261 | 0.35 | \$ 2,419,64 |
| | Ballasted Freight Track - 2 Track | Route Mile Route Mile | \$ \$ | 1,554,241 | \$ 1,584,224 \$ 3,149,343 | | \$ \$ |
| | Ballasted Freight Track - 3 Track | Route Mile | \$ | 3,089,739 4,645,413 | \$ 3,149,343 \$ 4,735,027 | | \$ |
| | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile | \$ | 91,367 | \$ 93,129 | | \$ |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ | 162,843 | \$ 165,985 | | \$ |
| 10.09.922 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile | \$ | 325,778 | \$ 332,063 | | \$ |
| 10.09.923 | Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ | 488,667 | \$ 498,094 | | \$ |
| 10.09.924 | Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ | 651,556 | \$ 664,125 | | \$ |
| | Track new construction: Non-ballasted | | \$ | - | | | \$ 148,69 |
| | Direct Fixation Track - 1 Track Direct Fixation Track - 2 Track | Route Mile | \$ | | \$ 1,847,462 | | \$ |
| | Direct Fixation Track - 2 Track Direct Fixation Track - 4 Track | Route Mile | \$ | | | 0.02 | \$ \$ 148,69 |
| | Independent Dual Block Track - 1 Track | Route Mile Route Mile | \$ \$ | 7,293,868 3,338,726 | \$ 7,434,574 \$ 3,403,134 | 0.02 | \$ 148,69 \$ |
| | Independent Dual Block Track - 2 Track | Route Mile | \$ | 6,676,744 | \$ 6,805,545 | | Ś |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile | \$ | 13,353,468 | \$ 13,611,070 | | \$ |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | | \$ | - | | | \$ 5,861,56 |
| 10.14.100 | Direct Fixation Turnout (60 MPH) | EA | \$ | 477,018 | \$ 486,221 | | \$ |
| | Direct Fixation Turnout (80 MPH) | EA | \$ | 630,650 | | | \$ |
| | Direct Fixation Turnout (110 MPH) | EA | \$ | 887,327 | · | | \$ |
| | Direct Fixation Turnout (150 MPH) | EA | \$ | 1,220,877 | | | \$ |
| | Direct Fixation Crossover (60 MPH) Direct Fixation Crossover (80 MPH) | EA EA | \$ \$ | 879,265 1,188,515 | | | \$ \$ |
| | Direct Fixation Crossover (110 MPH) | EA | \$ | | \$ 1,211,443 \$ 1,679,087 | | \$ |
| | Direct Fixation Crossover (150 MPH) | EA | \$ | | | | \$ |
| 10.14.199 | Ballasted Turnout (25 MPH) | EA | \$ | 130,500 | \$ 133,017 | 2.00 | \$ 266,03 |
| 10.14.200 E | Ballasted Turnout (60 MPH) | EA | \$ | 396,172 | | | \$ |
| 10.14.205 | Ballasted Turnout (80 MPH) | EA | \$ | 533,623 | \$ 543,917 | | \$ |
| | Ballasted Turnout (110 MPH) | EA | \$ | 739,770 | \$ 754,041 | | \$ |
| | Ballasted Turnout (150 MPH) | EA | \$ | 1,012,686 | \$ 1,032,221 | | \$ |
| | Ballasted Crossover (60 MPH) | EA | \$ | 731,709 | | | \$ |
| | Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) | EA EA | \$ \$ | 986,399 1,372,407 | \$ 1,005,427 \$ 1,398,882 | 4.00 | \$ \$ 5,595,52 |
| | Ballasted Crossover (150 MPH) | EA | \$ | | | 4.00 | \$ 5,595,52 |
| | Terminal - Bumping Post | EA | \$ | 27,763 | \$ 28,299 | | Ś |
| | Station buildings: Intercity passenger rail only | 2, | Ť | 2.,,03 | . 20,233 | | \$ 76,960,43 |
| | Anaheim Station | LS | \$ | 94,508,725 | \$ 96,331,893 | | \$ |
| 20.01.105 | Millbrae Station | LS | \$ | 24,939,819 | | | \$ |
| | Millbrae Station - Site Elements | LS | \$ | 24,939,819 | \$ 25,420,933 | | \$ |
| | LA Union Station | LS | \$ | | \$ 197,363,075 | | \$ |
| | Redwood/Palo Alto Station | LS | \$ | 51,451,014 | | | \$ |
| | Redwood/Palo Alto Station - Site Elements Norwalk Station | LS | \$ | 6,667,755 | | | \$ \$ |
| | Norwalk Station Norwalk Station - Site Elements | LS | \$ \$ | 46,561,775 | | | \$ |
| | Tulare Station | LS LS | \$ | 18,939,701 55,108,000 | | | \$ |
| | Tulare Station - Site Elements | LS | \$ | | \$ 19,544,656 | | \$ |
| | Gilroy Station | LS | \$ | 68,723,791 | | | \$ |
| | Gilroy Station - Site Elements | LS | \$ | 9,586,063 | | | \$ |
| | Burbank Station | LS | \$ | 61,155,850 | | | \$ |
| | Burbank Station - Site Elements | LS | \$ | 13,393,012 | | | \$ |
| | San Jose Station | LS | \$ | 70,224,925 | | | \$ |
| 00.00.000 | San Jose Station-Site Elements | LS | \$ | 11,447,016 | | | \$ |
| | Merced Station Merced Station - Site Elements | LS LS | \$ \$ | 65,035,950 18,942,953 | | | \$ |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | | NIT PRICE | UNIT PRICE (3rd Quarter | Su | NO-BFI bsection ion 2 - S | |
|---------------------------|--|------------------|----------|--------------------------|------------------------------|--------------------|---------------------------------|--------------------|
| | | | | 2009) | 2010) | QTY | | COST |
| 20.02.235 | Fresno Station | LS | \$ | 65,863,950 | \$ 67,134,532 | 1.00 | \$ | 67,134,53 |
| 20.02.236 | Fresno Station - Site Elements | LS | \$ | 9,639,938 | | 1.00 | \$ | 9,825,90 |
| 20.02.240 20.02.241 | Bakersfield Station Bakersfield Station - Site Elements | LS LS | \$ \$ | 67,643,575 12,084,938 | | | \$ | |
| 20.02.241 | Palmdale Station | LS | \$ | 68,151,875 | | | Ş | |
| 20.02.246 | Palmdale Station - Site Elements | LS | \$ | | \$ 17,083,571 | | \$ | |
| 20.02.250 | Sylmar Station | LS | \$ | 68,151,875 | \$ 69,466,593 | | \$ | |
| 20.02.251 | Sylmar Station - Site Elements | LS | \$ | 20,560,115 | \$ 20,956,740 | | \$ | |
| 20.02.300 | At-Grade Station | LS | \$ | | \$ 68,000,000 | | \$ | 2,153,1 |
| 20.06 20.06.120 | Pedestrian / bike access and accommodation, landscaping, parking lots Pedestrian Access (Cut & Cover) | LF | \$ | 18,340 | \$ 18,694 | | \$ | 2,155,1 |
| 20.06.140 | Pedestrian Plaza | SF | \$ | 33 | \$ 34 | 35,000.00 | \$ | 1,176,3 |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | \$ | 287,837 | \$ 293,389 | 1.00 | \$ | 293,3 |
| 20.06.210 | Parking - At Grade | STL | \$ | 3,330 | \$ 3,394 | | \$ | |
| 20.06.250 20.06.800 | Parking - Structured (Above Grade) Landscaping Allowance | STL SF | \$ \$ | 21,812 3 | \$ 22,233 \$ 3 | 150,000,00 | \$ | F04 F |
| 20.06.810 | Landscaping Allowance, Guideway | Route Mile | ş S | 175,476 | \$ 3 \$ 178,861 | 150,000.00 1.00 | \$ | 504,5 178,8 |
| 20.07 | Automobile, bus, van accessways including roads | Noute Wille | Ť | 273,170 | 7 170,001 | 1.00 | , | 170,0 |
| 30.02 | Light maintenance facility | | | | | | \$ | |
| 30.02.010 | Light Maintenance Facility (LMF) | EA | \$ | 105,006,028 | \$ 107,031,700 | | \$ | |
| 30.03 30.03.010 | Heavy maintenance facility Heavy Maintenance Facility (HMF) | EA | Ś | 223,630,679 | \$ 227,944,740 | | \$ | |
| 30.04 | Storage or maintenance-of-way building/bases | EA | ٠ | 223,030,079 | , ZZ1,344,740 | | \$ | |
| 30.04.010 | Maintenance of Way Facility (MOWF) | EA | \$ | 11,711,592 | \$ 11,937,521 | | \$ | |
| 30.05 | Yard and yard track | | | | | | \$ | |
| 30.05.110 | Ballasted Track - Yard Track | Route Mile | \$ | 1,686,767 | \$ 1,719,306 | | \$ | |
| 30.05.200 30.05.210 | Ballasted Turnout, No. 15 Ballasted Diamond Crossover, No. 15 | EA | \$ | 404,233 | \$ 412,031 | | \$ | |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | EA TF | \$ | 574,336 1,283 | \$ 585,415 \$ 1,308 | | \$ \$ | |
| 40.01 | Demolition, clearing, site preparation | | | 1,203 | 7 1,300 | | \$ | 4,550,3 |
| 40.01.010 | Demolition Allowance, Bridge | SF | \$ | 26 | \$ 27 | 162,680.00 | \$ | 4,333,6 |
| 40.01.050 | Demolition Allowance, Building (1 Story) | SF | \$ | 14 | \$ 14 | | \$ | |
| 40.01.060 40.01.110 | Demolition Allowance, Building (2 Story) | SF | \$ | 27 | \$ 28 | | \$ | |
| 40.01.110 | Demolition Allowance, Asphalt Pavement Demolition Allowance, Concrete Curb | SY LF | \$ | 56 13 | \$ 57 \$ 13 | | \$ | |
| 40.01.150 | Demolition Allowance, Concrete Sidewalk | SY | \$ | 41 | \$ 42 | | Ś | |
| 40.01.810 | Demolition Allowance, Remove Railroad Track | Route Mile | \$ | 169,459 | \$ 172,728 | | \$ | |
| 40.01.900 | Miscellanous Excavation & Support Items | LS | \$ | 2,224 | \$ 2,267 | | \$ | |
| 40.01.999 | Maintenance Of Traffic | LS | | | | 5% | \$ | 216,6 |
| 40.02 40.02.001 | Site utilities, utility relocation Utility Relocation Allowance, Level 1 | Route Mile | \$ | 1,099,949 | \$ 1,121,169 | | \$ | 3,515,5 |
| 40.02.002 | Utility Relocation Allowance, Level 2 | Route Mile | \$ | 1,978,427 | | | Ś | |
| 40.02.003 | Utility Relocation Allowance, Level 3 | Route Mile | \$ | 3,267,072 | \$ 3,330,097 | | \$ | |
| 40.02.004 | Utility Relocation Allowance, Level 4 | Route Mile | \$ | 3,906,355 | \$ 3,981,713 | | \$ | |
| 40.02.005 | Utility Relocation Allowance, Level 5 | Route Mile | \$ | 4,927,149 | \$ 5,022,198 | 0.70 | \$ | 3,515,5 |
| 40.02.060 40.02.050 | Major Utility Relocation, Aerial Transmission Line Site Utility Allowance | EA Route Mile | \$ | 8,600,000 1,660,257 | | | \$ | |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatm | | \$ | 1,000,237 | 3 1,092,283 | | \$ | 430,: |
| 40.03.100 | Hazardous Material Removal Allowance, Light | Route Mile | \$ | 188,246 | \$ 191,877 | | \$ | , |
| 40.03.105 | Hazardous Material Removal Allowance, Medium | Route Mile | \$ | 370,152 | \$ 377,293 | 1.14 | \$ | 430, |
| 40.03.110 40.03.150 | Hazardous Material Removal Allowance, Heavy | Route Mile | \$ | 555,734 | \$ 566,454 | | \$ | |
| 40.03.150 | Removal of Contaminated Soil Environmental mitigation: wetlands, historic/archeology, parks | CF | \$ | 13 | \$ 14 | | \$ | 5,875, |
| 40.04.100 | Environmental Mitigation Allowance, Light | Route Mile | \$ | 583,755 | \$ 595,016 | | \$ | 3,073,1 |
| 40.04.105 | Environmental Mitigation Allowance, Medium | Route Mile | \$ | 1,634,403 | \$ 1,665,932 | | \$ | |
| 40.04.110 | Environmental Mitigation Allowance, Heavy | Route Mile | \$ | 2,743,574 | \$ 2,796,500 | | \$ | |
| 40.05 | Site structures including retaining walls, sound walls | | \$ | - | | | \$ | |
| 40.05.012 40.05.020 | Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) | LF LF | \$ | 3,029 3,944 | \$ 3,088 \$ 4,020 | | \$ \$ | |
| 40.05.030 | Retaining Wall - 1 Wall (30' Avg. Height) | LF LF | \$ | 5,392 | \$ 5,496 | | \$ | |
| 40.05.111 | Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | LF | \$ | 804 | \$ 820 | | \$ | |
| 40.05.112 | Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | LF | \$ | 1,551 | \$ 1,581 | | \$ | |
| 40.05.120 | Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | LF | \$ | 1,308 | \$ 1,334 | | \$ | |
| 40.05.211 40.05.212 | Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) | LF LF | \$ | 205 | \$ 209 \$ 400 | | \$ \$ | |
| 40.05.310 | Intrusion Protection Berm | LF LF | \$ | 136 | \$ 139 | | \$ | |
| 40.05.400 | Canal Realignments (10' X 8' Trench) | LF | \$ | | \$ 813 | | \$ | |
| 40.05.401 | Canal Realignments (65' X 10' Trench) | LF | \$ | - | \$ 3,251 | | \$ | |
| 40.05.999 | Maintenance Of Traffic | LS | | | *** | 5% | \$ | |
| 40.06 40.07 | Temporary facilities and other indirect costs during construction Purchase or lease of real estate | Acre | | | 4% | | \$ | 7,834, 29,648, |
| 40.07 | Highway/pedestrian overpass/grade separations | Acre | | | | | \$ | 29,648, 89,567, |
| 40.08.145a | Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | EA | | | \$ 3,577,704 | | \$ | |
| 40.08.146a | Roadway Undercrossing HSR - SR 43 on H alignment | EA | 1 | | \$ 3,080,539 | | \$ | |
| 40.08.147a | Roadway Undercrossing HSR - Private Road on H Alignment | EA | L | | \$ 972,574 | | \$ | |
| 40.08.322 40.08.324 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | EA | \$ | 3,968,660 | \$ 4,045,219 | 3.00 | \$ | 12,135, |
| 40.08.324 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 6 lane retained fill roadway over 2 tracks | EA EA | \$ | 4,632,802 5,346,429 | \$ 4,722,173 \$ 5,449,567 | | \$ \$ | |
| 40.08.341a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 5 spans | EA | ٦ | 5,340,429 | \$ 5,449,567 | | \$ | |
| | and the second of the second o | | 1 | | | l | | |
| 40.08.342a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 5 spans | EA | | | \$ 15,659,613 | | \$ | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | | UNIT PRICE (3rd Quarter | | UNIT PRICE 3rd Quarter | FNO-BFD Subsection: F1 Option 2 - Station | | | |
|-----------------------|---|------------|----|----------------------------|----|---------------------------|---|----|------------|--|
| | | | | 2009) | | 2010) | QTY | | COST | |
| | Pedstrain Overcrossing | EA | | | \$ | 2,100,000 | 2.00 | \$ | 4,200,000 | |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | | \$ | - | |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | 2.00 | \$ | 33,912,810 | |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | \$ | - | |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | \$ | - | |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | \$ | - | |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | \$ | - | |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ | 5,362,896 | | \$ | - | |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | \$ | | |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | Ś | - | Ś | 723,886 | | Ś | - | |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | 1. | | \$ | 5,805,298 | | Ś | | |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | | \$ | | |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | Ś | 4,089,716 | | \$ | _ | |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | | \$ | 15,000,000 | | Ś | | |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | - | Ś | 25,987,089 | | Ś | | |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | | | | - | | | \$ | - | |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | EA | \$ | 5,509,410 | \$ | 5,615,692 | | | | |
| 40.08.122 | | EA | \$ | 5,341,703 | \$ | 5,444,750 | | \$ | - | |
| | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | \$ | 6,516,967 | \$ | 6,642,686 | | \$ | - | |
| 40.08.144 | Roadway Undercrossing HSR - 4 lane roadway under 4 tracks | EA | \$ | 7,129,564 | \$ | 7,267,100 | | \$ | | |
| 40.08.510 | Roadway Modification, New AC Paving | SF | \$ | 17 | \$ | 18 | 48,899.00 | \$ | 866,460 | |
| 40.08.520 | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | SF | \$ | 21 | \$ | 21 | 283,927.00 | \$ | 6,091,725 | |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | Route Mile | \$ | 549,929 | \$ | 560,538 | 0.14 | \$ | 81,214 | |
| 40.08.540 | Access Road Entrance Point | EA | \$ | 31,937 | \$ | 32,553 | 4.00 | \$ | 130,210 | |
| 40.08.550 | Streetscaping Allowance | ESF | \$ | 343 | \$ | 350 | | \$ | - | |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert | EA | \$ | - | \$ | 20,000 | | \$ | - | |
| 40.08.999 | Maintenance Of Traffic | LS | | | | | 5% | \$ | 4,265,119 | |
| 50.01 | Wayside signaling equipment | | | | | | | \$ | 2,154,856 | |
| 50.01.010 | Train Controls (ATC) | Route Mile | \$ | 1,128,300 | \$ | 1,150,066 | | \$ | - | |
| 50.01.011 | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | 1.14 | \$ | 1,966,613 | |
| 50.01.020 | Wayside Protection System | Route Mile | \$ | 108,000 | \$ | 110,083 | | \$ | | |
| 50.01.021 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 162,000 | \$ | 165,125 | 1.14 | \$ | 188,243 | |
| 50.01.030 | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | \$ | | |
| 50.05 | Communications | | | | | | | \$ | 278,878 | |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | | \$ | - | |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | 1.14 | \$ | 278,878 | |
| 60.02 | Traction power supply: Substations | | | | | | | \$ | 4,768,764 | |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | \$ | 2,471,835 | | \$ | - | |
| 60.02.102 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | \$ | 12,103,061 | | \$ | - | |
| 60.02.101 | Traction Power Supply- 4 Tracks | Route Mile | \$ | 3,881,250 | \$ | 3,956,123 | 1.14 | \$ | 4,509,980 | |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | | \$ | - | |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | | \$ | | |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | \$ | 258,784 | 1.00 | \$ | 258,784 | |
| 60.03 | Traction power distribution: Catenary and third rail | | | , | | | | \$ | 3,693,042 | |
| 60.03.100 | Traction Power Distribution | Route Mile | \$ | 2,118,800 | \$ | 2,159,674 | | \$ | -,, | |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | | \$ | - | |
| 60.03.100 | Traction Power Distribution- 4 Tracks | Route Mile | Ś | 3,178,200 | Ś | 3,239,511 | 1.14 | Ś | 3,693,042 | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: otion 2 - End |
|-------------------------------------|---|--------------------------|----------------------------------|----------------------------------|------|--------------------------------------|
| | | | 2009) | 2010) | QTY | соѕт |
| 10.01 | Track structure: Viaduct | | | | | \$ 63,206,515 |
| 10.01.122 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | | | \$ - |
| 10.01.123 10.01.124 | Elevated Structure - 1 Track (30' Avg. Pier Ht) Elevated Structure - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 45,285,042 | | | \$ - |
| 10.01.125 | Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile Route Mile | \$ 46,232,612 \$ 47,180,084 | | | \$ - \$ - |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 64,502,791 | \$ 65,747,114 | | \$ - |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 66,081,681 | \$ 67,356,463 | | \$ - |
| 10.01.222 | Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | | \$ - |
| 10.01.223 | Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 52,578,482 | \$ 53,592,774 | 0.17 | \$ 9,135,132 |
| 10.01.224 10.01.225 | Elevated Structure - 2 Track (40' Avg. Pier Ht) Elevated Structure - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 53,525,409 \$ 54,473,243 | \$ 54,557,967 | 0.27 | \$ 14,466,128 |
| 10.01.226 | Elevated Structure - 2 Track (60' Avg. Pier Ht) | Route Mile Route Mile | \$ 54,473,243 \$ 71,796,207 | \$ 55,524,087 \$ 73,181,228 | 0.66 | \$ 36,595,421 \$ - |
| 10.01.227 | Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 73,374,892 | \$ 74,790,367 | | \$ - |
| 10.01.242 | Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 82,812,928 | \$ 84,410,473 | | \$ - |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 101,501,272 | \$ 103,459,333 | | \$ - |
| 10.01.244 | Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 103,395,885 | \$ 105,390,496 | | \$ - |
| 10.01.245 | Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile | \$ 105,253,245 | \$ 107,283,686 | | \$ - |
| 10.01.246 10.01.247 | Elevated Structure - 4 Track (60' Avg. Pier Ht) Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile Route Mile | \$ 141,642,485 \$ 144,884,105 | \$ 144,374,910 \$ 147,679,065 | | \$ - \$ - |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 39,541,927 | \$ 40,304,730 | | \$ |
| 10.01.323 | Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 49,862,619 | | | \$ |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 50,914,824 | \$ 51,897,022 | | \$ - |
| 10.01.325 | Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 51,967,437 | \$ 52,969,941 | | \$ - |
| 10.01.326 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 62,798,549 | \$ 64,009,996 | | \$ - |
| 10.01.327 10.01.422 | Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 64,181,981 | \$ 65,420,116 | | \$ - |
| 10.01.423 | Elevated Structure (LS) - 2 Track (20 Avg. Pier Ht) Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile Route Mile | \$ 47,694,536 \$ 58,014,969 | \$ 48,614,611 \$ 59,134,136 | | \$ - \$ - |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 59,067,487 | | | \$ |
| 10.01.425 | Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 60,120,295 | \$ 61,280,076 | | \$ - |
| 10.01.426 | Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 70,951,046 | \$ 72,319,762 | | \$ - |
| 10.01.427 | Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 72,334,586 | \$ 73,729,993 | | \$ |
| 10.01.431 | Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | Route Mile | \$ 235,649,714 | \$ 240,195,634 | | \$ - |
| 10.01.432 10.01.512 | Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 239,350,822 | \$ 243,968,140 | | \$ - |
| 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (20 Avg. Pier Ht) | Route Mile Route Mile | \$ 70,118,523 \$ 74,724,468 | | | \$ - \$ - |
| 10.01.514 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 76,108,232 | | | \$ - |
| 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 77,528,913 | | | \$ - |
| 10.01.516 | Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 78,976,112 | \$ 80,499,641 | | \$ - |
| 10.01.522 | Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 77,411,338 | | | \$ - |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 82,017,601 | \$ 83,599,803 | | \$ - |
| 10.01.524 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 83,401,267 \$ 84,822,267 | | | \$ - \$ - |
| 10.01.526 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) | Route Mile Route Mile | \$ 86,267,477 | \$ 86,458,574 \$ 87,931,664 | | \$ - |
| 10.01.612 | Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | | \$ 113,363,701 | | \$ |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 116,892,249 | | | \$ |
| 10.01.614 | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 119,418,218 | | | \$ |
| 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 121,907,137 | | | \$ |
| 10.01.622 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 118,511,296 | | | \$. |
| 10.01.624 | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) | Route Mile Route Mile | \$ 124,185,450 \$ 126,711,251 | \$ 126,581,112 \$ 129,155,638 | | s · |
| 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 129,200,143 | . , , | | \$ |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 131,726,304 | | | \$ |
| 10.01.700 | Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 126,282,645 | \$ 128,718,764 | | \$ |
| 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 131,933,691 | | | \$ |
| 10.01.702 | Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 134,449,679 | \$ 137,043,348 | | \$. |
| 10.01.944 10.01.950 | Elevated Structure - 2 Track w/ 2 Single Trenches PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile | \$ - \$ 44,000,000 | \$ - \$ 44,848,804 | | \$. |
| 10.01.950 | PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks | Route Mile Route Mile | \$ 44,000,000 | . , , | | \$. |
| 10.01.960 | Stream Crossings HST Structure Box Culverts | EA | \$ 20,000 | | | \$ |
| 10.01.999 | Maintenance Of Traffic | LS | , | , | 5% | \$ 3,009,834 |
| 10.02 | Track structure: Major/Movable bridge | | \$ - | | | \$ 1,775,404 |
| 10.02.013 | Bridge Structure - 3 span with 1 Track | Route Mile | \$ 47,326,516 | | | \$ |
| 10.02.023 | Bridge Structure - 3 span with 2 Track | Route Mile | \$ 66,899,099 | | | \$ |
| 10.02.043 10.02.044a | Bridge Structure - 3 span with 4 Track Bridge Structure - 2 Track Steel Truss Bridges | Route Mile | \$ 100,045,360 \$ - | \$ 101,975,335 \$ 12,077,578 | 0.14 | \$ 1,690,861 |
| 10.02.045a | Bridge Structure - SJVR Spur - Trench Cover | Route Mile EA | \$ - | \$ 12,077,578 \$ 1,564,672 | 0.14 | \$ 1,690,861 |
| 10.02.046a | Bridge Structure - SJVR Spur - Rail Bridge | EA | \$ - | \$ 1,289,565 | | \$ |
| 10.02.047a | Bridge Structure - Dry Creek Canal Water bridge | EA | \$ - | \$ 3,283,677 | | \$ |
| 10.02.999 | Maintenance Of Traffic | LS | | | 5% | \$ 84,543 |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) | Deuts tell | \$ - | 6 4.050.005 | | \$ 11,029,515 |
| 10.05.111 10.05.112 | At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 1,919,183 \$ 3,040,609 | | | \$ · |
| 10.05.112 | At-Grade Track-bed in Cut - 1 Track (15 Avg. Exc Depth) | Route Mile Route Mile | \$ 3,040,609 \$ 4,437,362 | | | \$ |
| 10.05.114 | At-Grade Track-bed in Cut - 1 Track (15 Avg. Exc Depth) | Route Mile | \$ 4,437,362 | \$ 4,322,964 | | \$ |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 2,527,904 | | 1.22 | \$ 3,143,53 |
| 10.05.122 | At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,873,994 | | | \$ |
| 10.05.123 | At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | \$ 5,488,286 | \$ 5,594,161 | | \$ |
| | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 7,375,140 | \$ 7,517,413 | | \$ |
| 10.05.124 | | | | | | |
| 10.05.124 10.05.126 10.05.128 | At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile Route Mile | \$ 17,706,798 \$ 32,673,082 | | | \$ \$ |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Sul | NO-BFD bsection: otion 2 - End |
|-------------------------|---|----------------------------|----------------------------------|----------------------------------|--------------|--------------------------------------|
| | | | 2009) | 2010) | QTY | COST |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ 77,047,580 | \$ 78,533,905 | | \$ |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | \$ 3,555,979 | | | \$ |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ 5,002,163 | | | \$ |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,255,789 | \$ 1,280,015 | | \$ |
| 10.05.212 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,824,123 | \$ 1,859,312 | | \$ |
| 10.05.213 | At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile | \$ 2,574,079 | \$ 2,623,735 | | \$ |
| 10.05.214 10.05.221 | At-Grade Track-bed in Fill - 1 Track (20 Avg. Fill Ht) At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) | Route Mile Route Mile | \$ 3,508,477 \$ 1,804,472 | \$ 3,576,159 | 0.00 | \$ \$ 1,618,56 |
| 10.05.222 | At-Grade Track-bed in Fill - 2 Track (3 Avg. Fill Ht) | Route Mile | \$ 1,804,472 \$ 2,514,964 | \$ 1,839,282 \$ 2,563,480 | 0.88 2.24 | \$ 1,618,56 \$ 5,742,19 |
| 10.05.223 | At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile | \$ 3,420,413 | | 2.24 | \$ 3,742,13 |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ 4,498,944 | \$ 4,585,733 | | \$ |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ 10,874,062 | \$ 11,083,833 | | \$ |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ 20,392,304 | | | \$ |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ 33,180,092 | \$ 33,820,169 | | \$ |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ 48,985,268 | \$ 49,930,243 | | \$ |
| 10.05.241 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ 2,473,684 | \$ 2,521,404 | | \$ |
| 10.05.261 | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,162,050 | | | \$ |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ 5,441,105 | \$ 5,546,070 | | \$ |
| 10.05.999 | Maintenance Of Traffic | LS | | | 5% | \$ 525,21 |
| 10.06 10.06.210 | Track structure: At-grade (grading and subgrade stabilization) | D 1 44" | 4 255 205 | 4 202 744 | | \$ |
| 10.06.210 | At-Grade Track-bed with Closed Drainage - 1 Track At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | \$ 1,366,385 | | | \$ |
| 10.06.220 | At-Grade Track-bed with Closed Drainage - 2 Track At-Grade Track-bed with Closed Drainage - 3 Track | Route Mile Route Mile | \$ 2,168,933 \$ 2,660,843 | | | \$ \$ |
| 10.06.240 | At-Grade Track-bed with Closed Drainage - 3 Track At-Grade Track-bed with Closed Drainage - 4 Track | Route Mile | \$ 2,660,843 | | | \$ |
| 10.06.999 | Maintenance Of Traffic | LS | 3,033,420 | 3,038,033 | 5% | \$ |
| 10.07 | Track structure: Tunnel | 20 | | | 370 | \$ |
| 10.07.101 | TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ 121,440,000 | \$ 123,782,700 | | \$ |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ 179,520,000 | \$ 182,983,121 | | \$ |
| 10.07.103 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ 158,400,000 | \$ 161,455,695 | | \$ |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | \$ 300,960,000 | \$ 306,765,821 | | \$ |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | \$ 227,040,000 | \$ 231,419,830 | | \$ |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ 205,920,000 | \$ 209,892,404 | | \$ |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ 464,640,000 | \$ 473,603,373 | | \$ |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | \$ 147,840,000 | \$ 150,691,982 | | \$ |
| 10.07.204 10.07.205 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ 364,320,000 | \$ 371,348,099 | | \$ |
| 10.07.206 | D&B Double Track Tunnel 50ft ID in hard rock (competent) D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile | \$ 232,320,000 \$ 485,760,000 | \$ 236,801,686 \$ 495,130,799 | | \$ \$ |
| 10.07.301 | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile Route Mile | \$ 485,760,000 | \$ 495,130,799 \$ 382,111,812 | | \$ |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ 454,080,000 | \$ 462,839,659 | | \$ |
| 10.07.303 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ 269,280,000 | | | \$ |
| 10.07.304 | SEM Double Track Tunnel 40ft ID in soft ground (poor) | Route Mile | \$ 306,240,000 | \$ 312,147,677 | | \$ |
| 10.07.305 | SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | \$ 396,000,000 | \$ 403,639,238 | | \$ |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (poor) | Route Mile | \$ 448,800,000 | \$ 457,457,803 | | \$ |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile | \$ 237,600,000 | \$ 242,183,543 | | \$ |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ 274,560,000 | \$ 279,856,538 | | \$ |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ 179,520,000 | | | \$ |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ 248,160,000 | | | \$ |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) | Route Mile | \$ 290,400,000 | | | \$ |
| 10.07.406 10.07.207 | RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ 401,280,000 | \$ 409,021,094 | | \$ |
| 10.07.407 | D&B Cross Passage conservative cost in rock RH Cross Passage conservative cost in soft rock | Linear Feet | \$ 28,000 \$ 25,000 | \$ 28,540 | | \$ |
| 10.07.501 | Cross Passage in Soft Ground (competent) | Linear Feet Linear Feet | \$ 25,000 \$ 33,000 | \$ 25,482 \$ 33,637 | | \$ \$ |
| 10.07.502 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ 84,000 | \$ 85,620 | | \$ |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 90,688,401 | \$ 92,437,871 | | \$ |
| 10.07.115 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 107,082,440 | \$ 109,148,168 | | \$ |
| 10.07.116 | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 135,385,066 | \$ 137,996,780 | | \$ |
| 10.07.214 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 141,194,360 | \$ 143,918,141 | | \$ |
| 10.07.215 | Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 163,855,983 | \$ 167,016,929 | | \$ |
| 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 202,718,337 | \$ 206,628,977 | | \$ |
| 10.07.224 | Cut & Cover Box - 2 Track/ 2 Box (40' Avg. Exc Depth) | Route Mile | \$ 189,027,415 | \$ 192,673,943 | | \$ |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile | \$ 221,996,334 | . , , | | \$ |
| 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | \$ 278,841,077 | \$ 284,220,202 | | \$ |
| 10.07.414 | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 206,677,660 | \$ 210,664,680 | | \$ |
| 10.07.415 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 237,737,305 | \$ 242,323,497 | | \$ |
| 10.07.416 10.07.526a | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile | \$ 291,302,754 \$ - | \$ 296,922,277 \$ 434,924,098 | | \$ |
| 10.07.801 | Ventilation Shaft | Route Mile VF | | | | \$ |
| 10.07.802 | Mid-Line Ventilation Structure | LS | \$ 13,627 \$ 8,742,980 | \$ 13,890 \$ 8,911,641 | | \$ |
| 10.07.803 | Tunnel Portal Structure | LS | \$ 8,089,108 | \$ 8,245,155 | | \$ |
| 10.07.805 | Emergency Access Shaft | VF | \$ 22,520 | | | \$ |
| 10.07.850 | Pumping Station | EA | \$ 212,310 | | | \$ |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) | Route Mile | \$ 7,354,997 | | | \$ |
| 10.07.902 | Mechanical & Electrical Allowance for Underground (Double) | Route Mile | \$ 14,710,177 | | | \$ |
| 10.07.920 | Ventilation Equipment Allowance | EA | \$ 2,211,105 | | | \$ |
| 10.07.922 | Double Deck - 2 Track Trench on Top of 2 Track C&C Box | Route Mile | \$ 210,906,243 | \$ 214,974,836 | | \$ |
| 10.07.950 | Allowance for Construction Monitoring | Route Mile | \$ 145,939 | \$ 148,754 | | \$ |
| 10.08 | Track structure: Retaining walls and systems | | | | | \$ 7,256,02 |
| 10.08.211 | Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 25,829,576 | | | \$ |
| 10.08.212 | Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) Retained Cut, Trench - 1 Track (30' Avg. Exc Depth) | Route Mile Route Mile | \$ 67,586,123 \$ 127,460,002 | | | \$ |
| 10.08.213 | | | | | | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: otion 2 - End |
|------------------------|---|--------------------------|----------------------------------|----------------------------------|------|--------------------------------------|
| | | | 2009) | 2010) | QTY | соѕт |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,868 | \$ 93,174,275 | | \$ - |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | \$ 163,304,293 | \$ 166,454,597 | | \$ - |
| 10.08.224 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | | \$ 297,368,910 | | \$ - |
| 10.08.241 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | Route Mile | \$ 47,685,463 | | | \$ - |
| 10.08.242 10.08.243 | Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) | Route Mile | | \$ 113,525,265 | | \$ - |
| 10.08.344 | Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile Route Mile | \$ 192,038,567 \$ 295,374,114 | \$ 195,743,184 \$ 301,072,178 | | \$ - \$ - |
| 10.08.346 | Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile | , , | \$ 363,230,988 | | \$ - |
| 10.08.411 | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 8,667,052 | \$ 8,834,248 | | \$ - |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 24,952,856 | \$ 25,434,222 | | \$ - |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 43,794,002 | \$ 44,638,832 | | \$ - |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,335,195 | \$ 9,515,280 | 0.06 | \$ 570,917 |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,915,008 | \$ 26,414,935 | 0.24 | \$ 6,339,584 |
| 10.08.423 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile | | \$ 45,929,698 | | \$ - |
| 10.08.432 | Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,723,268 | | | \$ - |
| 10.08.441 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (10' Avg. Wall Ht) Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 9,573,053 | \$ 9,757,727 | | \$ - |
| 10.08.461 | Retained Fill, Walls Both Sides - 4 Tracks (20 Avg. Wall Ht) Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile Route Mile | \$ 26,163,983 \$ 9,858,094 | \$ 26,668,712 \$ 10,048,266 | | \$ - \$ - |
| 10.08.999 | Maintenance Of Traffic | LS | 3 5,636,034 | \$ 10,048,266 | 5% | \$ 345,525 |
| 10.09 | Track new construction: Conventional ballasted | | \$ - | | 370 | \$ 11,463,864 |
| 10.09.110 | Ballasted Track - 1 Track | Route Mile | \$ 1,820,565 | \$ 1,855,686 | | \$ - |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | \$ 1,221,280 | \$ 1,244,839 | | \$ - |
| 10.09.120 | Ballasted Track - 2 Track | Route Mile | \$ 3,416,549 | \$ 3,482,458 | | \$ - |
| 10.09.122 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile | \$ 2,423,901 | \$ 2,470,660 | 4.64 | \$ 11,463,864 |
| 10.09.240 | Ballasted Track - 2 Track (Station Track) | Route Mile | \$ 7,244,923 | \$ 7,384,685 | | \$ - |
| 10.09.132 | Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | \$ 3,580,069 | \$ 3,649,132 | | \$ - |
| 10.09.142 | Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ 4,521,614 | \$ 4,608,840 | | \$ - |
| 10.09.162 | Ballasted Track (Track Laying Machine) - 6 Track | Route Mile | \$ 6,782,421 | \$ 6,913,261 | | \$ - |
| 10.09.810 10.09.820 | Ballasted Freight Track - 1 Track Ballasted Freight Track - 2 Track | Route Mile | \$ 1,554,241 | \$ 1,584,224 | | \$ - |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile | \$ 3,089,739 | \$ 3,149,343 | | \$ - \$ - |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile Route Mile | \$ 4,645,413 \$ 91,367 | \$ 4,735,027 \$ 93,129 | | \$ - |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ 162,843 | \$ 165,985 | | \$ - |
| 10.09.922 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile | \$ 325,778 | \$ 332,063 | | \$ - |
| 10.09.923 | Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ 488,667 | \$ 498,094 | | \$ - |
| 10.09.924 | Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ 651,556 | \$ 664,125 | | \$ - |
| 10.10 | Track new construction: Non-ballasted | | \$ - | | | \$ 4,544,060 |
| 10.10.110 | Direct Fixation Track - 1 Track | Route Mile | | \$ 1,847,462 | | \$ - |
| 10.10.120 | Direct Fixation Track - 2 Track | Route Mile | \$ 3,624,438 | | 1.23 | \$ 4,544,060 |
| 10.10.140 | Direct Fixation Track - 4 Track | Route Mile | \$ 7,293,868 | \$ 7,434,574 | | \$ - |
| 10.10.210 10.10.220 | Independent Dual Block Track - 1 Track Independent Dual Block Track - 2 Track | Route Mile | \$ 3,338,726 \$ 6,676,744 | \$ 3,403,134 \$ 6,805,545 | | \$ - \$ - |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile Route Mile | \$ 13,353,468 | \$ 13,611,070 | | \$ - |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | Noute Wille | \$ - | 3 13,011,070 | | \$ - |
| 10.14.100 | Direct Fixation Turnout (60 MPH) | EA | \$ 477,018 | \$ 486,221 | | \$ - |
| 10.14.105 | Direct Fixation Turnout (80 MPH) | EA | \$ 630,650 | \$ 642,816 | | \$ - |
| 10.14.110 | Direct Fixation Turnout (110 MPH) | EA | \$ 887,327 | \$ 904,444 | | \$ - |
| 10.14.115 | Direct Fixation Turnout (150 MPH) | EA | \$ 1,220,877 | | | \$ - |
| 10.14.130 | Direct Fixation Crossover (60 MPH) | EA | \$ 879,265 | | | \$ - |
| 10.14.135 | Direct Fixation Crossover (80 MPH) Direct Fixation Crossover (110 MPH) | EA | \$ 1,188,515 | | | \$ - |
| 10.14.140 10.14.145 | Direct Fixation Crossover (110 MPH) Direct Fixation Crossover (150 MPH) | EA EA | \$ 1,647,309 \$ 2,254,990 | \$ 1,679,087 \$ 2,298,491 | | \$ - \$ - |
| 10.14.199 | Ballasted Turnout (25 MPH) | EA | \$ 2,234,990 | \$ 2,298,491 \$ 133,017 | | \$ - |
| 10.14.200 | Ballasted Turnout (60 MPH) | EA | \$ 396,172 | | | \$ - |
| 10.14.205 | Ballasted Turnout (80 MPH) | EA | \$ 533,623 | | | \$ - |
| 10.14.210 | Ballasted Turnout (110 MPH) | EA | \$ 739,770 | \$ 754,041 | | \$ - |
| 10.14.215 | Ballasted Turnout (150 MPH) | EA | \$ 1,012,686 | \$ 1,032,221 | | \$ - |
| 10.14.300 | Ballasted Crossover (60 MPH) | EA | \$ 731,709 | | | \$ - |
| 10.14.305 | Ballasted Crossover (80 MPH) | EA | \$ 986,399 | . , , | | \$ - |
| 10.14.310 | Ballasted Crossover (110 MPH) | EA | \$ 1,372,407 | \$ 1,398,882 | | \$ - |
| 10.14.315 10.14.400 | Ballasted Crossover (150 MPH) Terminal - Bumping Post | EA | \$ 1,877,814 \$ 27,763 | | | \$ - \$ - |
| 20.01 | Station buildings: Intercity passenger rail only | EA | \$ 27,763 | \$ 28,299 | | \$ - |
| 20.01.100 | Anaheim Station | LS | \$ 94,508,725 | \$ 96,331,893 | | \$ - |
| 20.01.105 | Millbrae Station | LS | \$ 24,939,819 | | | \$ - |
| 20.01.105 | Millbrae Station - Site Elements | LS | \$ 24,939,819 | | | \$ - |
| 20.01.110 | LA Union Station | LS | \$ 193,627,800 | \$ 197,363,075 | | \$ - |
| 20.02.200 | Redwood/Palo Alto Station | LS | \$ 51,451,014 | | | \$ - |
| 20.02.201 | Redwood/Palo Alto Station - Site Elements | LS | \$ 6,667,755 | | | \$ - |
| 20.02.205 | Norwalk Station | LS | \$ 46,561,775 | | | \$ - |
| 20.02.206 | Norwalk Station - Site Elements | LS | \$ 18,939,701 | | | \$ - |
| 20.02.210 | Tulare Station Tulare Station - Site Elements | LS | \$ 55,108,000 | | | \$ - |
| 20.02.211 20.02.215 | Gilroy Station | LS LS | \$ 19,174,756 \$ 68,723,791 | \$ 19,544,656 \$ 70,049,542 | | \$ - \$ - |
| 20.02.215 | Gilroy Station - Site Elements | LS | \$ 9,586,063 | | | \$ - |
| 20.02.220 | Burbank Station | LS | \$ 61,155,850 | | | \$ - |
| 20.02.221 | Burbank Station - Site Elements | LS | \$ 13,393,012 | | | \$ - |
| 20.02.225 | San Jose Station | LS | \$ 70,224,925 | | | \$ - |
| 20.02.226 | San Jose Station-Site Elements | LS | \$ 11,447,016 | | | \$ - |
| 20.02.220 | Merced Station | LS | \$ 65,035,950 | | | \$ - |
| 20.02.230 20.02.231 | Merced Station - Site Elements | | \$ 18,942,953 | | | \$ - |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | (3r | IIT PRICE d Quarter | UNIT PRICE (3rd Quarter | Su | NO-B bsect ption | |
|---|---|--|--|--|--|-----------------|---|-------------------------------|
| | | | | 2009) | 2010) | QTY | | COST |
| 20.02.235 | Fresno Station | LS | \$ | 65,863,950 | | | \$ | |
| 20.02.236 20.02.240 | Fresno Station - Site Elements Bakersfield Station | LS | \$ | 9,639,938 | | | \$ | |
| 20.02.240 | Bakersfield Station - Site Elements | LS LS | \$ \$ | 67,643,575 12,084,938 | | | \$ | |
| 20.02.245 | Palmdale Station | LS | \$ | 68,151,875 | | | Ś | |
| 20.02.246 | Palmdale Station - Site Elements | LS | \$ | 16,760,249 | | | \$ | |
| 20.02.250 | Sylmar Station | LS | \$ | 68,151,875 | \$ 69,466,593 | | \$ | |
| 20.02.251 | Sylmar Station - Site Elements | LS | \$ | 20,560,115 | | | \$ | |
| 20.02.300 | At-Grade Station | LS | \$ | - | \$ 68,000,000 | | \$ | |
| 20.06 20.06.120 | Pedestrian / bike access and accommodation, landscaping, parking lots Pedestrian Access (Cut & Cover) | 15 | ć | 10.240 | ć 40.004 | | \$ | |
| 20.06.140 | Pedestrian Plaza | LF SF | \$ | 18,340 33 | \$ 18,694 \$ 34 | | \$ | |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | \$ | 287,837 | \$ 293,389 | | Ś | |
| 20.06.210 | Parking - At Grade | STL | \$ | 3,330 | \$ 3,394 | | \$ | |
| 20.06.250 | Parking - Structured (Above Grade) | STL | \$ | 21,812 | \$ 22,233 | | \$ | |
| 20.06.800 | Landscaping Allowance | SF | \$ | 3 | \$ 3 | | \$ | |
| 20.06.810 | Landscaping Allowance, Guideway | Route Mile | \$ | 175,476 | \$ 178,861 | | \$ | |
| 20.07 | Automobile, bus, van accessways including roads | | | | | | _ | |
| 30.02 30.02.010 | Light maintenance facility Light Maintenance Facility (LMF) | EA | Ś | 105,006,028 | \$ 107,031,700 | | \$ | |
| 30.03 | Heavy maintenance facility | EA | Ş | 105,000,028 | \$ 107,031,700 | | \$ | |
| 30.03.010 | Heavy Maintenance Facility (HMF) | EA | \$ | 223,630,679 | \$ 227,944,740 | | \$ | |
| 30.04 | Storage or maintenance-of-way building/bases | | | | | | \$ | |
| 30.04.010 | Maintenance of Way Facility (MOWF) | EA | \$ | 11,711,592 | \$ 11,937,521 | | \$ | |
| 30.05 | Yard and yard track | | | | | | \$ | |
| 30.05.110 30.05.200 | Ballasted Track - Yard Track Ballasted Turnout, No. 15 | Route Mile | \$ | 1,686,767 | | | \$ | |
| 30.05.200 | Ballasted Diamond Crossover, No. 15 | EA | \$ | 404,233 | \$ 412,031 | | \$ \$ | |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | EA TF | \$ | 574,336 1,283 | \$ 585,415 \$ 1,308 | | \$ | |
| 40.01 | Demolition, clearing, site preparation | " | 7 | 1,203 | 3 1,300 | | \$ | 853,17 |
| 40.01.010 | Demolition, Allowance, Bridge | SF | \$ | 26 | \$ 27 | | \$ | 033,17 |
| 40.01.050 | Demolition Allowance, Building (1 Story) | SF | \$ | 14 | \$ 14 | | \$ | |
| 40.01.060 | Demolition Allowance, Building (2 Story) | SF | \$ | 27 | \$ 28 | | \$ | |
| 40.01.110 | Demolition Allowance, Asphalt Pavement | SY | \$ | 56 | \$ 57 | 14,259.00 | \$ | 812,54 |
| 40.01.140 | Demolition Allowance, Concrete Curb | LF | \$ | 13 | \$ 13 | | \$ | |
| 40.01.150 40.01.810 | Demolition Allowance, Concrete Sidewalk | SY | \$ | 41 | \$ 42 | | \$ | |
| 40.01.900 | Demolition Allowance, Remove Railroad Track Miscellanous Excavation & Support Items | Route Mile | \$ \$ | 169,459 | \$ 172,728 | | \$ \$ | |
| 40.01.999 | Maintenance Of Traffic | LS LS | \$ | 2,224 | \$ 2,267 | 5% | \$ | 40,62 |
| 40.02 | Site utilities, utility relocation | | | | | 3,0 | \$ | 6,026,63 |
| 40.02.001 | Utility Relocation Allowance, Level 1 | Route Mile | \$ | 1,099,949 | \$ 1,121,169 | | \$ | , , |
| 40.02.002 | Utility Relocation Allowance, Level 2 | Route Mile | \$ | 1,978,427 | \$ 2,016,593 | | \$ | |
| 40.02.003 | Utility Relocation Allowance, Level 3 | Route Mile | \$ | 3,267,072 | . , , | | \$ | |
| 40.02.004 | Utility Relocation Allowance, Level 4 | Route Mile | \$ | 3,906,355 | | | \$ | |
| 40.02.005 40.02.060 | Utility Relocation Allowance, Level 5 Major Utility Relocation, Aerial Transmission Line | Route Mile | \$ \$ | 4,927,149 | | 1.20 | \$ | 6,026,6 |
| 40.02.050 | Site Utility Allowance | EA Route Mile | \$ | 8,600,000 1,660,257 | | | \$ | |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatm | | \$ | - | Ţ 1,032,203 | | \$ | 1,543,12 |
| 40.03.100 | Hazardous Material Removal Allowance, Light | Route Mile | \$ | 188,246 | \$ 191,877 | | \$ | , , |
| 40.03.105 | Hazardous Material Removal Allowance, Medium | Route Mile | \$ | 370,152 | \$ 377,293 | 4.09 | \$ | 1,543,12 |
| 40.03.110 | Hazardous Material Removal Allowance, Heavy | Route Mile | \$ | 555,734 | | | \$ | |
| 40.03.150 | Removal of Contaminated Soil | CF | \$ | 13 | \$ 14 | | \$ | 5 222 0 |
| 40.04 40.04.100 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light | Route Mile | \$ | 583,755 | 3% \$ 595,016 | | \$ | 5,233,89 |
| 40.04.105 | Environmental Mitigation Allowance, Medium | Route Mile | \$ | 1,634,403 | \$ 1,665,932 | | \$ | |
| 40.04.110 | Environmental Mitigation Allowance, Heavy | Route Mile | \$ | 2,743,574 | \$ 2,796,500 | | \$ | |
| 40.05 | Site structures including retaining walls, sound walls | | \$ | - | | | \$ | 18,174,7 |
| 40.05 | One structures including retaining wans, sound wans | | \$ | 3,029 | \$ 3,088 | | \$ | |
| 40.05.012 | Retaining Wall - 1 Wall (12' Avg. Height) | LF | | | | | \$ | |
| 40.05.012 40.05.020 | Retaining Wall -1 Wall (12' Avg. Height) Retaining Wall -1 Wall (20' Avg. Height) | LF | \$ | 3,944 | \$ 4,020 | | | |
| 40.05.012 40.05.020 40.05.030 | Retaining Wall -1 Wall (12' Avg. Height) Retaining Wall -1 Wall (20' Avg. Height) Retaining Wall -1 Wall (30' Avg. Height) | LF LF | \$ \$ | 5,392 | \$ 5,496 | | \$ | |
| 40.05.012 40.05.020 40.05.030 40.05.111 | Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | LF LF LF | \$ \$ \$ | 5,392 804 | \$ 5,496 \$ 820 | 10.049.00 | \$ | 17 200 2 |
| 40.05.012 40.05.020 40.05.030 | Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | LF LF LF LF | \$ \$ \$ \$ | 5,392 804 1,551 | \$ 5,496 \$ 820 \$ 1,581 | 10,948.00 | \$ \$ | 17,309,3 |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 | Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | LF LF LF | \$ \$ \$ | 5,392 804 | \$ 5,496 \$ 820 | 10,948.00 | \$ | 17,309,3 |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 | Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | LF LF LF LF | \$ \$ \$ \$ | 5,392 804 1,551 1,308 | \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 | 10,948.00 | \$ \$ \$ | 17,309,3 |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.212 | Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm | LF LF LF LF LF | \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 | \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 | 10,948.00 | \$ \$ \$ \$ \$ | 17,309,3 |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.212 40.05.310 40.05.400 | Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (6' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) | LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 | \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 | 10,948.00 | \$ \$ \$ \$ \$ | 17,309,3 |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.212 40.05.310 40.05.400 | Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) | LF L | \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 | \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 | | \$ \$ \$ \$ \$ \$ | |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 40.05.212 40.05.310 40.05.400 40.05.401 40.05.401 | Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic | LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 | \$ 5,496 \$ 820 \$ 1,581 \$ 2,09 \$ 400 \$ 139 \$ 813 \$ 3,251 | 10,948.00 5% | \$ \$ \$ \$ \$ \$ | 865,4 |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 40.05.212 40.05.310 40.05.400 40.05.401 40.05.999 | Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (12' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (6' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction | LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 | \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 | | \$ \$ \$ \$ \$ \$ \$ \$ | 865,4 6,978,5 |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.401 40.05.999 | Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate | LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 | \$ 5,496 \$ 820 \$ 1,581 \$ 2,09 \$ 400 \$ 139 \$ 813 \$ 3,251 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 865,4 6,978,5 152,663,7 |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.212 40.05.310 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 | Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations | LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 | \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 865,4 6,978,5 |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.401 40.05.999 | Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate | LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 | \$ 5,496 \$ 820 \$ 1,581 \$ 2,09 \$ 400 \$ 139 \$ 813 \$ 3,251 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 865,4 6,978,5 152,663,7 |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.212 40.05.310 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 40.08,145a | Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (2' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 | \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 865,4 6,978,5 152,663,7 |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.212 40.05.310 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 40.08,145a 40.08,145a | Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | LF LS | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 | \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 4% | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 865, 6,978, 152,663, |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.999 40.06 40.07 40.08 40.08.145a 40.08.145a 40.08.147a 40.08.322 40.08.322 | Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment | LF LS Acre | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 - 136 | \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 4% \$ 3,577,704 \$ 3,080,539 \$ 972,574 | | \$ | 865,4 6,978,5 152,663,7 |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.212 40.05.212 40.05.310 40.05.401 40.05.401 40.05.401 40.05.401 40.06 40.07 40.08 40.08.145a 40.08.145a 40.08.147a 40.08.322 40.08.324 40.08.326 | Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Platform) Sound Wall - 1 Wall (18' Avg. Height) Sound Wall - 1 Wall (18' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - Private Road on H Alignment Roadway Undercrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 6 lane retained fill roadway over 2 tracks | LF LF LF LF LF LF LF EA EA EA EA EA EA | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 - 136 - - | \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 \$ 3,577,704 \$ 3,080,539 \$ 972,574 \$ 4,045,219 \$ 4,722,173 \$ 5,449,567 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 865,4 6,978,5 152,663,7 |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.999 40.06 40.07 40.08 40.08.145a 40.08.145a 40.08.147a 40.08.322 40.08.322 | Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (55' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - Private Road on H Alignment Roadway Undercrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | LF LF LF LF LF LF LF LF EA EA EA EA | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 - 136 - - - 3,968,660 4,632,802 | \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 4% \$ 3,080,539 \$ 972,574 \$ 4,045,219 \$ 4,722,173 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 865,4 6,978,5 152,663,7 |

| UNIT PRICE | DESCRIPTION | UNIT | | UNIT PRICE (3rd Quarter | | NIT PRICE | FNO-BFD Subsection: F1 Option 2 - End | | |
|------------------------|---|-------------|-----|----------------------------|----|------------|---|----|---------------|
| | | | | 2009) | | 2010) | QTY | | COST |
| | Pedstrain Overcrossing | EA | i i | | \$ | 2,100,000 | 1.00 | \$ | 2,100,000 |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | 1.00 | \$ | 21,474,427 |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | | \$ | - |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | \$ | - |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | \$ | - |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | \$ | - |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | \$ | - |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ | 5,362,896 | | \$ | - |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | \$ | - |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ | 723,886 | | \$ | - |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | | | \$ | 5,805,298 | 1.00 | \$ | 5,805,298 |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | | \$ | - |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | \$ | 4,089,716 | | \$ | - |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | _ | \$ | 15,000,000 | | Ś | _ |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | _ | Ś | 25,987,089 | | Ś | _ |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | \$ | 5,615,692 | | Ś | |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | EA | \$ | | \$ | 5,444,750 | | Ś | _ |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | \$ | 6,516,967 | \$ | 6,642,686 | | \$ | |
| 40.08.144 | Roadway Undercrossing HSR - 4 lane roadway under 4 tracks | EA | \$ | 7,129,564 | \$ | 7,267,100 | | \$ | |
| 40.08.510 | Roadway Modification, New AC Paving | SF | \$ | 17,129,304 | \$ | 18 | 147,142.00 | \$ | 2,607,265 |
| 40.08.520 | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | SF | \$ | 21 | \$ | 21 | 147,142.00 | \$ | 2,007,203 |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | Route Mile | \$ | 549,929 | \$ | 560,538 | 0.22 | \$ | 404 200 |
| 40.08.540 | Access Road Entrance Point | EA | \$ | 31,937 | \$ | | 0.33 5.00 | \$ | 184,298 |
| 40.08.550 | Streetscaping Allowance | | | | | 32,553 | 5.00 | | 162,763 |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert | ESF | \$ | 343 | \$ | 350 | | \$ | - |
| 40.08.999 | Maintenance Of Traffic | EA LS | > | - | > | 20,000 | F0/ | \$ | 2 242 040 |
| | | LS | | | | | 5% | | 2,313,810 |
| 50.01 50.01.010 | Wayside signaling equipment Train Controls (ATC) | Davida Mila | _ | 1 120 200 | ć | 1 150 000 | 5.87 | \$ | 7,397,077 |
| 50.01.010 | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | | \$ | 1,150,066 | 5.87 | \$ | 6,750,888 |
| 50.01.011 | Wayside Protection System | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | - 07 | \$ | - |
| 50.01.020 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 108,000 | \$ | 110,083 | 5.87 | \$ | 646,190 |
| 50.01.021 | | Route Mile | \$ | 162,000 | \$ | 165,125 | | \$ | - |
| | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | \$ | - 4 4 4 0 700 |
| 50.05 | Communications | | _ | | | | | \$ | 1,148,782 |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | 5.87 | \$ | 1,148,782 |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | | \$ | - |
| 60.02 | Traction power supply: Substations | | | | | | | \$ | 14,768,453 |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | \$ | 2,471,835 | 5.87 | \$ | 14,509,670 |
| 60.02.102 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | \$ | 12,103,061 | | \$ | - |
| 60.02.101 | Traction Power Supply- 4 Tracks | Route Mile | \$ | | \$ | 3,956,123 | | \$ | - |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | | \$ | - |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | | \$ | - |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | \$ | 258,784 | 1.00 | \$ | 258,784 |
| 60.03 | Traction power distribution: Catenary and third rail | | | | | | | \$ | 12,677,285 |
| 60.03.100 | Traction Power Distribution | Route Mile | \$ | 2,118,800 | \$ | 2,159,674 | 5.87 | \$ | 12,677,285 |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | | \$ | - |
| 60.03.100 | Traction Power Distribution- 4 Tracks | Route Mile | Ś | 3,178,200 | Ś | 3,239,511 | | Ś | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | FNO-BF ubsection H | |
|------------------------|---|--------------------------|--------------------------------|--------------------------------|------|--------------------------|------------|
| | | | 2009) | 2010) | QTY | | COST |
| 10.01 | Track structure: Viaduct | | | | | \$ | 216,520,05 |
| 10.01.122 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | \$ 36,624,377 | | \$ | |
| 10.01.123 | Elevated Structure - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 45,285,042 | \$ 46,158,636 | | \$ | |
| 10.01.124 | Elevated Structure - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 46,232,612 | \$ 47,124,486 | | \$ | |
| 10.01.125 | Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 47,180,084 | \$ 48,090,235 | | \$ | |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 64,502,791 | \$ 65,747,114 | | \$ | |
| 10.01.127 | , , , | Route Mile | \$ 66,081,681 | \$ 67,356,463 | 0.50 | \$ | 22.007.0 |
| 10.01.222 10.01.223 | Elevated Structure - 2 Track (20' Avg. Pier Ht) Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | 0.52 | \$ | 22,997,0 |
| 10.01.224 | Elevated Structure - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 52,578,482 \$ 53,525,409 | \$ 53,592,774 \$ 54,557,967 | 0.98 | \$ \$ | 52,506,7 |
| 10.01.225 | Elevated Structure - 2 Track (50' Avg. Pier Ht) | Route Mile Route Mile | \$ 53,525,409 \$ 54,473,243 | \$ 54,557,967 \$ 55,524,087 | | \$ | |
| 10.01.226 | Elevated Structure - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 71,796,207 | \$ 73,181,228 | | \$ | |
| 10.01.227 | Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 73,374,892 | \$ 74,790,367 | | \$ | |
| 10.01.242 | Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 82,812,928 | \$ 84,410,473 | | \$ | |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 101,501,272 | \$ 103,459,333 | 0.09 | \$ | 9,311,3 |
| 10.01.244 | Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 103,395,885 | \$ 105,390,496 | 1.07 | \$ | 112,767,8 |
| 10.01.245 | Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile | \$ 105,253,245 | \$ 107,283,686 | | \$ | , - ,- |
| 10.01.246 | Elevated Structure - 4 Track (60' Avg. Pier Ht) | Route Mile | \$ 141,642,485 | \$ 144,374,910 | | \$ | |
| 10.01.247 | Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile | \$ 144,884,105 | \$ 147,679,065 | | \$ | |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 39,541,927 | \$ 40,304,730 | | \$ | |
| 10.01.323 | Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 49,862,619 | \$ 50,824,519 | | \$ | |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 50,914,824 | \$ 51,897,022 | | \$ | |
| 10.01.325 | Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 51,967,437 | \$ 52,969,941 | | \$ | |
| 10.01.326 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 62,798,549 | \$ 64,009,996 | | \$ | |
| 10.01.327 | Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 64,181,981 | \$ 65,420,116 | | \$ | |
| 10.01.422 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 47,694,536 | \$ 48,614,611 | | \$ | |
| 10.01.423 | Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 58,014,969 | \$ 59,134,136 | | \$ | |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 59,067,487 | \$ 60,206,958 | | \$ | |
| 10.01.425 | Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 60,120,295 | \$ 61,280,076 | | \$ | |
| 10.01.426 | Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 70,951,046 | \$ 72,319,762 | | \$ | |
| 10.01.427 | Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 72,334,586 | \$ 73,729,993 | | \$ | |
| 10.01.431 | Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | Route Mile | \$ 235,649,714 | \$ 240,195,634 | | \$ | |
| 10.01.432 | Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) | Route Mile | \$ 239,350,822 | \$ 243,968,140 | | \$ | |
| 10.01.512 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 70,118,523 | \$ 71,471,180 | | \$ | |
| | Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 74,724,468 | \$ 76,165,978 | | \$ | |
| 10.01.514 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 76,108,232 | \$ 77,576,437 | | \$ | |
| 10.01.516 | Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 77,528,913 \$ 78,976,112 | \$ 79,024,523 \$ 80,499,641 | | \$ \$ | |
| 10.01.522 | Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 78,976,112 \$ 77,411,338 | | 0.24 | \$ | 18,937, |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) | Route Mile Route Mile | \$ 77,411,338 | \$ 78,904,680 \$ 83,599,803 | 0.24 | \$ | 10,937,. |
| 10.01.524 | Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 83,401,267 | \$ 85,010,162 | | \$ | |
| 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 84,822,267 | \$ 86,458,574 | | \$ | |
| 10.01.526 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 86,267,477 | \$ 87,931,664 | | \$ | |
| 10.01.612 | Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 111,218,191 | \$ 113,363,701 | | \$ | |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 116,892,249 | \$ 119,147,218 | | \$ | |
| 10.01.614 | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 119,418,218 | \$ 121,721,915 | | \$ | |
| 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | | \$ 124,258,848 | | \$ | |
| 10.01.622 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 118,511,296 | \$ 120,797,498 | | \$ | |
| 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 124,185,450 | \$ 126,581,112 | | \$ | |
| 10.01.624 | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 126,711,251 | \$ 129,155,638 | | \$ | |
| 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 129,200,143 | \$ 131,692,544 | | \$ | |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 131,726,304 | \$ 134,267,437 | | \$ | |
| 10.01.700 | Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 126,282,645 | \$ 128,718,764 | | \$ | |
| 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 131,933,691 | \$ 134,478,825 | | \$ | |
| 10.01.702 | Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 134,449,679 | \$ 137,043,348 | | \$ | |
| 10.01.944 | Elevated Structure - 2 Track w/ 2 Single Trenches | Route Mile | \$ - | \$ - | | \$ | |
| 10.01.950 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 44,000,000 | \$ 44,848,804 | | \$ | |
| 10.01.951 10.01.960 | PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks Stream Crossings HST Structure Box Culverts | Route Mile | \$ 58,000,000 | \$ 59,118,878 | | \$ | |
| 10.01.960 | Maintenance Of Traffic | EA | \$ 20,000 | \$ 20,386 | | \$ | |
| 10.01.999 | Track structure: Major/Movable bridge | LS | ¢ | | | \$ | 4,184, |
| 10.02 | Bridge Structure - 3 span with 1 Track | Route Mile | \$ 47,326,516 | \$ 48,239,492 | | \$ | 4,184, |
| 10.02.013 | Bridge Structure - 3 span with 1 Track Bridge Structure - 3 span with 2 Track | Route Mile | \$ 47,326,516 | \$ 48,239,492 | 0.01 | \$ | 681, |
| 10.02.043 | Bridge Structure - 3 span with 4 Track | Route Mile | \$ 100,045,360 | \$ 101,975,335 | 0.01 | \$ | 001, |
| 10.02.044a | Bridge Structure - 2 Track Steel Truss Bridges | Route Mile | \$ 100,043,300 | \$ 12,077,578 | 0.29 | \$ | 3,502, |
| 10.02.045a | Bridge Structure - SJVR Spur - Trench Cover | EA | \$ - | \$ 1,564,672 | | \$ | 5,552, |
| 10.02.046a | Bridge Structure - SJVR Spur - Rail Bridge | EA | \$ - | \$ 1,289,565 | | \$ | |
| 10.02.047a | Bridge Structure - Dry Creek Canal Water bridge | EA | \$ - | \$ 3,283,677 | | \$ | |
| 10.02.999 | Maintenance Of Traffic | LS | | • | | \$ | |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) | | \$ - | | | \$ | 66,713, |
| 10.05.111 | At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) | Route Mile | \$ 1,919,183 | \$ 1,956,206 | | \$ | |
| 10.05.112 | At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,040,609 | \$ 3,099,266 | | \$ | |
| 10.05.113 | At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) | Route Mile | \$ 4,437,362 | \$ 4,522,964 | | \$ | |
| 10.05.114 | At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 6,095,891 | \$ 6,213,487 | | \$ | |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 2,527,904 | \$ 2,576,670 | | \$ | |
| 10.05.122 | At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,873,994 | \$ 3,948,727 | | \$ | |
| 10.05.123 | At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | \$ 5,488,286 | \$ 5,594,161 | | \$ | |
| 10.05.124 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 7,375,140 | \$ 7,517,413 | | \$ | |
| 10.05.126 10.05.128 | At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 17,706,798 | \$ 18,048,380 | | \$ | |
| | At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile | \$ 32,673,082 | \$ 33,303,379 | | \$ | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD obsection: H |
|------------------------|--|--------------------------|----------------------------------|----------------------------------|-------|---------------------------|
| LLLIVILIVI | | | 2009) | 2010) | QTY | COST |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ 77,047,580 | \$ 78,533,905 | | \$ |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | \$ 3,555,979 | \$ 3,624,578 | | \$ |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ 5,002,163 | | | \$ |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,255,789 | \$ 1,280,015 | | \$ |
| 10.05.212 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,824,123 | \$ 1,859,312 | | \$ |
| 10.05.213 10.05.214 | At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile | \$ 2,574,079 | \$ 2,623,735 | | \$ |
| 10.05.214 | At-Grade Track-bed in Fill - 1 Track (20 Avg. Fill Ht) At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) | Route Mile Route Mile | \$ 3,508,477 | \$ 3,576,159 | | \$ |
| 10.05.222 | At-Grade Track-bed in Fill - 2 Track (3 Avg. Fill Ht) | Route Mile | \$ 1,804,472 \$ 2,514,964 | \$ 1,839,282 \$ 2,563,480 | 19.17 | \$ 49,141,91 |
| 10.05.223 | At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile | \$ 3,420,413 | | 5.04 | \$ 17,571,43 |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ 4,498,944 | \$ 4,585,733 | 3.04 | \$ 17,371,43 |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ 10,874,062 | \$ 11,083,833 | | Š |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ 20,392,304 | | | Ś |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ 33,180,092 | \$ 33,820,169 | | \$ |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ 48,985,268 | \$ 49,930,243 | | \$ |
| 10.05.241 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ 2,473,684 | \$ 2,521,404 | | \$ |
| 10.05.261 | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,162,050 | \$ 3,223,050 | | \$ |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ 5,441,105 | \$ 5,546,070 | | \$ |
| 10.05.999 | Maintenance Of Traffic | LS | | | | \$ |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | | | | | \$ |
| 10.06.210 | At-Grade Track-bed with Closed Drainage - 1 Track | Route Mile | \$ 1,366,385 | | | \$ |
| 10.06.220 | At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | \$ 2,168,933 | | | \$ |
| 10.06.230 | At-Grade Track-bed with Closed Drainage - 3 Track At-Grade Track-bed with Closed Drainage - 4 Track | Route Mile | \$ 2,660,843 | | | \$ |
| 10.06.240 10.06.999 | Maintenance Of Traffic | Route Mile | \$ 3,039,420 | \$ 3,098,053 | | \$ |
| 10.07 | Track structure: Tunnel | LS | | | | \$ |
| 10.07.101 | TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ 121,440,000 | \$ 123,782,700 | | \$ |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ 179,520,000 | | | Ś |
| 10.07.103 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ 158,400,000 | | | Ś |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | | \$ 306,765,821 | | Š |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | \$ 227,040,000 | \$ 231,419,830 | | \$ |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ 205,920,000 | \$ 209,892,404 | | \$ |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ 464,640,000 | \$ 473,603,373 | | \$ |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | \$ 147,840,000 | \$ 150,691,982 | | \$ |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ 364,320,000 | \$ 371,348,099 | | \$ |
| 10.07.205 | D&B Double Track Tunnel 50ft ID in hard rock (competent) | Route Mile | \$ 232,320,000 | \$ 236,801,686 | | \$ |
| 10.07.206 | D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile | \$ 485,760,000 | | | \$ |
| 10.07.301 | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile | \$ 374,880,000 | \$ 382,111,812 | | \$ |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ 454,080,000 | \$ 462,839,659 | | \$ |
| 10.07.303 10.07.304 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | | \$ 274,474,682 | | \$ |
| 10.07.305 | SEM Double Track Tunnel 40ft ID in soft ground (poor) SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | \$ 306,240,000 \$ 396,000,000 | \$ 312,147,677 | | \$ |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (poor) | Route Mile Route Mile | \$ 396,000,000 \$ 448,800,000 | \$ 403,639,238 \$ 457,457,803 | | Ś |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile | \$ 237,600,000 | \$ 242,183,543 | | Ś |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ 274,560,000 | | | Ś |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ 179,520,000 | | | Ś |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ 248,160,000 | | | \$ |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) | Route Mile | \$ 290,400,000 | \$ 296,002,108 | | \$ |
| 10.07.406 | RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ 401,280,000 | \$ 409,021,094 | | \$ |
| 10.07.207 | D&B Cross Passage conservative cost in rock | Linear Feet | \$ 28,000 | \$ 28,540 | | \$ |
| 10.07.407 | RH Cross Passage conservative cost in soft rock | Linear Feet | \$ 25,000 | \$ 25,482 | | \$ |
| 10.07.501 | Cross Passage in Soft Ground (competent) | Linear Feet | \$ 33,000 | \$ 33,637 | | \$ |
| 10.07.502 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ 84,000 | \$ 85,620 | | \$ |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 90,688,401 | \$ 92,437,871 | | \$ |
| 10.07.115 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 107,082,440 | \$ 109,148,168 | | \$ |
| 10.07.116 | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 135,385,066 | \$ 137,996,780 | | \$ |
| 10.07.214 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 141,194,360 | \$ 143,918,141 | | \$ |
| 10.07.215 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 163,855,983 \$ 202,718,337 | \$ 167,016,929 \$ 206,628,977 | | \$ |
| 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (60° Avg. Exc Depth) Cut & Cover Box - 2 Track / 2 Box (40° Avg. Exc Depth) | Route Mile | | | | \$ |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile Route Mile | \$ 189,027,415 \$ 221,996,334 | \$ 192,673,943 \$ 226,278,866 | | \$ |
| 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | \$ 278,841,077 | \$ 284,220,202 | | \$ |
| 10.07.414 | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 206,677,660 | \$ 210,664,680 | | \$ |
| 10.07.415 | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 237,737,305 | \$ 242,323,497 | | Š |
| 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 291,302,754 | \$ 296,922,277 | | \$ |
| 10.07.526a | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile | \$ - | \$ 434,924,098 | | \$ |
| 10.07.801 | Ventilation Shaft | VF | \$ 13,627 | \$ 13,890 | | \$ |
| 10.07.802 | Mid-Line Ventilation Structure | LS | \$ 8,742,980 | \$ 8,911,641 | | \$ |
| 10.07.803 | Tunnel Portal Structure | LS | \$ 8,089,108 | \$ 8,245,155 | | \$ |
| 10.07.805 | Emergency Access Shaft | VF | \$ 22,520 | \$ 22,954 | | \$ |
| 10.07.850 | Pumping Station Machanical & Electrical Allowance for Underground (Single) | EA | \$ 212,310 | \$ 216,405 | | \$ |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) | Route Mile | | \$ 7,496,882 | | \$ |
| 10.07.902 | Mechanical & Electrical Allowance for Underground (Double) | Route Mile | \$ 14,710,177 | | | \$ |
| 10.07.920 10.07.922 | Ventilation Equipment Allowance Double Deck - 2 Track Trench on Top of 2 Track C&C Box | EA Poute Mile | | \$ 2,253,759 | | \$ |
| 10.07.950 | Allowance for Construction Monitoring | Route Mile Route Mile | \$ 210,906,243 \$ 145,939 | \$ 214,974,836 \$ 148,754 | | \$ |
| 10.08 | Track structure: Retaining walls and systems | noute wille | 7 143,339 | y 140,734 | | \$ 42,466,61 |
| 10.08.211 | Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 25,829,576 | \$ 26,327,855 | | \$ 42,400,01 |
| 10.08.212 | Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 67,586,123 | | | \$ |
| 10.08.213 | Retained Cut, Trench - 1 Track (30' Avg. Exc Depth) | Route Mile | \$ 127,460,002 | | | \$ |
| | Retained Cut, Trench - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 37,405,180 | | Ì | \$ |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: H |
|-------------------------------------|---|--------------------------|---|----------------------------------|-------|--------------------------|
| ELLIVEIVI | | | 2009) | 2010) | QTY | соѕт |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,868 | \$ 93,174,275 | | \$ |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | \$ 163,304,293 | \$ 166,454,597 | | \$ |
| 10.08.224 10.08.241 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 291,740,935 | \$ 297,368,910 | | \$ |
| 10.08.241 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) | Route Mile Route Mile | \$ 47,685,463 \$ 111,376,696 | | | \$ \$ |
| 10.08.243 | Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) | Route Mile | \$ 111,376,696 \$ 192,038,567 | \$ 113,525,265 \$ 195,743,184 | | \$ |
| 10.08.344 | Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile | \$ 295,374,114 | \$ 301,072,178 | | Ś |
| 10.08.346 | Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile | \$ 356,356,513 | \$ 363,230,988 | | \$ |
| 10.08.411 | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 8,667,052 | \$ 8,834,248 | | \$ |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 24,952,856 | \$ 25,434,222 | | \$ |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 43,794,002 | \$ 44,638,832 | | \$ |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | | \$ 9,515,280 | | \$ |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,915,008 | \$ 26,414,935 | 0.86 | \$ 22,716,844 |
| 10.08.423 10.08.432 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 45,060,437 | \$ 45,929,698 | 0.43 | \$ 19,749,770 |
| 10.08.441 | Retained Fill, Walls Both Sides - 4 Tracks (20 Avg. Wall Ht) | Route Mile Route Mile | \$ 25,723,268 \$ 9,573,053 | \$ 26,219,496 \$ 9,757,727 | | \$ |
| 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (10 Avg. Wall Ht) | Route Mile | \$ 26,163,983 | \$ 26,668,712 | | \$ \$ |
| 10.08.461 | Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,858,094 | \$ 10,048,266 | | \$ |
| 10.08.999 | Maintenance Of Traffic | LS | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | ,, | | \$ |
| 10.09 | Track new construction: Conventional ballasted | | \$ - | | | \$ 63,556,327 |
| 10.09.110 | Ballasted Track - 1 Track | Route Mile | \$ 1,820,565 | \$ 1,855,686 | | \$ |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | \$ 1,221,280 | \$ 1,244,839 | | \$ |
| 10.09.120 | Ballasted Track - 2 Track | Route Mile | \$ 3,416,549 | \$ 3,482,458 | | \$ |
| 10.09.122 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile | \$ 2,423,901 | \$ 2,470,660 | 25.50 | \$ 63,001,840 |
| 10.09.240 10.09.132 | Ballasted Track - 2 Track (Station Track) Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | \$ 7,244,923 | \$ 7,384,685 | | \$ |
| 10.09.142 | Ballasted Track (Track Laying Machine) - 3 Track Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ 3,580,069 \$ 4,521,614 | \$ 3,649,132 \$ 4,608,840 | | \$ |
| 10.09.162 | Ballasted Track (Track Laying Machine) - 6 Track | Route Mile Route Mile | \$ 6,782,421 | \$ 6,913,261 | | Ś |
| 10.09.810 | Ballasted Freight Track - 1 Track | Route Mile | \$ 1,554,241 | \$ 1,584,224 | | \$ |
| 10.09.820 | Ballasted Freight Track - 2 Track | Route Mile | \$ 3,089,739 | \$ 3,149,343 | | \$ |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile | \$ 4,645,413 | \$ 4,735,027 | | \$ |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile | \$ 91,367 | \$ 93,129 | | \$ |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ 162,843 | \$ 165,985 | 1.24 | \$ 205,821 |
| 10.09.922 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile | \$ 325,778 | \$ 332,063 | 1.05 | \$ 348,666 |
| 10.09.923 | Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ 488,667 | \$ 498,094 | | \$ |
| 10.09.924 | Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ 651,556 | \$ 664,125 | | \$ 45.422.554 |
| 10.10 10.10.110 | Track new construction: Non-ballasted Direct Fixation Track - 1 Track | Doute Mile | \$ - \$ 1,812,497 | ć 1.947.463 | | \$ 16,123,651 |
| 10.10.120 | Direct Fixation Track - 2 Track | Route Mile Route Mile | \$ 3,624,438 | \$ 1,847,462 \$ 3,694,357 | 2.03 | \$ 7,499,545 |
| 10.10.140 | Direct Fixation Track - 4 Track | Route Mile | \$ 7,293,868 | \$ 7,434,574 | 1.16 | \$ 8,624,106 |
| 10.10.210 | Independent Dual Block Track - 1 Track | Route Mile | \$ 3,338,726 | \$ 3,403,134 | | \$ |
| 10.10.220 | Independent Dual Block Track - 2 Track | Route Mile | \$ 6,676,744 | \$ 6,805,545 | | \$ |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile | \$ 13,353,468 | \$ 13,611,070 | | \$ |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | | \$ - | | | \$ 17,606,593 |
| 10.14.100 | Direct Fixation Turnout (60 MPH) | EA | \$ 477,018 | \$ 486,221 | | \$ |
| 10.14.105 10.14.110 | Direct Fixation Turnout (80 MPH) Direct Fixation Turnout (110 MPH) | EA | \$ 630,650 | | 4.00 | \$ 2.617.777 |
| 10.14.115 | Direct Fixation Turnout (150 MPH) | EA EA | \$ 887,327 \$ 1,220,877 | | 4.00 | \$ 3,617,777 \$ |
| 10.14.130 | Direct Fixation Crossover (60 MPH) | EA | \$ 1,220,877 | | | \$ |
| 10.14.135 | Direct Fixation Crossover (80 MPH) | EA | \$ 1,188,515 | | | Ś |
| 10.14.140 | Direct Fixation Crossover (110 MPH) | EA | \$ 1,647,309 | \$ 1,679,087 | | \$ |
| 10.14.145 | Direct Fixation Crossover (150 MPH) | EA | \$ 2,254,990 | \$ 2,298,491 | | \$ |
| 10.14.199 | Ballasted Turnout (25 MPH) | EA | \$ 130,500 | \$ 133,017 | | \$ |
| 10.14.200 | Ballasted Turnout (60 MPH) | EA | \$ 396,172 | \$ 403,814 | | \$ |
| 10.14.205 | Ballasted Turnout (80 MPH) | EA | \$ 533,623 | | | \$ |
| 10.14.210 10.14.215 | Ballasted Turnout (110 MPH) Ballasted Turnout (150 MPH) | EA | \$ 739,770 | \$ 754,041 | | \$ |
| 10.14.215 | Ballasted Crossover (60 MPH) | EA EA | \$ 1,012,686 \$ 731,709 | \$ 1,032,221 | | \$ |
| 10.14.305 | Ballasted Crossover (80 MPH) | EA | \$ 731,709 \$ 986,399 | | | \$ |
| 10.14.310 | Ballasted Crossover (110 MPH) | EA | \$ 1,372,407 | \$ 1,398,882 | 10.00 | \$ 13,988,82 |
| 10.14.315 | Ballasted Crossover (150 MPH) | EA | \$ 1,877,814 | | | \$ 13,300,020 |
| 10.14.400 | Terminal - Bumping Post | EA | \$ 27,763 | \$ 28,299 | | \$ |
| 20.01 | Station buildings: Intercity passenger rail only | | | | | \$ 75,715,74 |
| 20.01.100 | Anaheim Station | LS | \$ 94,508,725 | \$ 96,331,893 | | \$ |
| 20.01.105 | Millbrae Station | LS | \$ 24,939,819 | | | \$ |
| 20.01.105 20.01.110 | Millbrae Station - Site Elements LA Union Station | LS | \$ 24,939,819 | | | \$ |
| 20.02.200 | Redwood/Palo Alto Station | LS LS | \$ 193,627,800 \$ 51,451,014 | \$ 197,363,075 | | \$ \$ |
| 20.02.200 | Redwood/Palo Alto Station - Site Elements | LS | \$ 51,451,014 \$ 6,667,755 | | | \$ \$ |
| 20.02.205 | Norwalk Station | LS | \$ 46,561,775 | | | \$ |
| 20.02.206 | Norwalk Station - Site Elements | LS | \$ 18,939,701 | | | \$ |
| 20.02.210 | Tulare Station | LS | \$ 55,108,000 | | 1.00 | \$ 56,171,08 |
| 20.02.211 | Tulare Station - Site Elements | LS | \$ 19,174,756 | \$ 19,544,656 | 1.00 | \$ 19,544,65 |
| 20.02.215 | Gilroy Station | LS | \$ 68,723,791 | \$ 70,049,542 | | \$ |
| 20.02.216 | Gilroy Station - Site Elements | LS | \$ 9,586,063 | | | \$ |
| 20.02.220 | Burbank Station | LS | \$ 61,155,850 | | | \$ |
| 20.02.221 | Burbank Station - Site Elements | LS | \$ 13,393,012 | | | \$ |
| | San Jose Station | LS | \$ 70,224,925 | | | \$ |
| 20.02.225 | San Jose Station-Site Flaments | 1.0 | ć 44 44-04- | | | ċ |
| 20.02.225 20.02.226 20.02.230 | San Jose Station-Site Elements Merced Station | LS LS | \$ 11,447,016 \$ 65,035,950 | | | \$ |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | | IIT PRICE | UNIT PRICE (3rd Quarter | | NO-BI ibsecti H | |
|---|--|---|---|--|--|-------------------------------|---|--|
| | | | | 2009) | 2010) | QTY | | COST |
| 20.02.235 | Fresno Station | LS | \$ | 65,863,950 | | | \$ | |
| 20.02.236 20.02.240 | Fresno Station - Site Elements Bakersfield Station | LS | \$ | 9,639,938 | | | \$ | |
| 20.02.241 | Bakersfield Station - Site Elements | LS LS | \$ | 67,643,575 12,084,938 | | | \$ | |
| 20.02.245 | Palmdale Station | LS | \$ | 68,151,875 | | | Ś | |
| 20.02.246 | Palmdale Station - Site Elements | LS | \$ | 16,760,249 | | | \$ | |
| 20.02.250 | Sylmar Station | LS | \$ | 68,151,875 | \$ 69,466,593 | | \$ | |
| 20.02.251 | Sylmar Station - Site Elements | LS | \$ | 20,560,115 | | | \$ | |
| 20.02.300 | At-Grade Station | LS | \$ | - | \$ 68,000,000 | | \$ | |
| 20.06 20.06.120 | Pedestrian / bike access and accommodation, landscaping, parking lots Pedestrian Access (Cut & Cover) | 15 | ć | 10.240 | ć 10.004 | | \$ | 2,153,18 |
| 20.06.140 | Pedestrian Plaza | LF SF | \$ | 18,340 33 | \$ 18,694 \$ 34 | 35,000.00 | \$ \$ | 1,176,3 |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | \$ | 287,837 | \$ 293,389 | 1.00 | \$ | 293,3 |
| 20.06.210 | Parking - At Grade | STL | \$ | 3,330 | \$ 3,394 | 1.00 | \$ | 233,3 |
| 20.06.250 | Parking - Structured (Above Grade) | STL | \$ | 21,812 | \$ 22,233 | | \$ | |
| 20.06.800 | Landscaping Allowance | SF | \$ | 3 | \$ 3 | 150,000.00 | \$ | 504,5 |
| 20.06.810 | Landscaping Allowance, Guideway | Route Mile | \$ | 175,476 | \$ 178,861 | 1.00 | \$ | 178,8 |
| 20.07 | Automobile, bus, van accessways including roads | | | | | | | |
| 30.02 30.02.010 | Light maintenance facility Light Maintenance Facility (LMF) | FA | ė | 105 006 030 | ¢ 407.034.703 | | \$ | |
| 30.02.010 | Heavy maintenance facility | EA | \$ | 105,006,028 | \$ 107,031,700 | | \$ | |
| 30.03.010 | Heavy Maintenance Facility Heavy Maintenance Facility (HMF) | EA | Ś | 223,630,679 | \$ 227,944,740 | | \$ | |
| 30.04 | Storage or maintenance-of-way building/bases | <u></u> | | ,050,075 | . 227,544,740 | | \$ | |
| 30.04.010 | Maintenance of Way Facility (MOWF) | EA | \$ | 11,711,592 | \$ 11,937,521 | | \$ | |
| 30.05 | Yard and yard track | | | | | | \$ | _ |
| 30.05.110 | Ballasted Track - Yard Track | Route Mile | \$ | 1,686,767 | | | \$ | |
| 30.05.200 | Ballasted Turnout, No. 15 | EA | \$ | 404,233 | \$ 412,031 | | \$ | |
| 30.05.210 | Ballasted Diamond Crossover, No. 15 | EA | \$ | 574,336 | \$ 585,415 | | \$ | |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | TF | \$ | 1,283 | \$ 1,308 | | \$ | 2 420 2 |
| 40.01 40.01.010 | Demolition, clearing, site preparation Demolition Allowance, Bridge | C.E. | , | 26 | ć 27 | | \$ | 3,139,2 |
| 40.01.050 | Demolition Allowance, Building (1 Story) | SF SF | \$ | 26 14 | \$ 27 \$ 14 | | \$ | |
| 40.01.060 | Demolition Allowance, Building (2 Story) | SF | \$ | 27 | \$ 28 | | Ś | |
| 40.01.110 | Demolition Allowance, Asphalt Pavement | SY | \$ | 56 | \$ 57 | 55,089.00 | \$ | 3,139,2 |
| 40.01.140 | Demolition Allowance, Concrete Curb | LF | \$ | 13 | \$ 13 | | \$ | -,, |
| 40.01.150 | Demolition Allowance, Concrete Sidewalk | SY | \$ | 41 | \$ 42 | | \$ | |
| 40.01.810 | Demolition Allowance, Remove Railroad Track | Route Mile | \$ | 169,459 | \$ 172,728 | | \$ | |
| 40.01.900 | Miscellanous Excavation & Support Items | LS | \$ | 2,224 | \$ 2,267 | | \$ | |
| 40.01.999 | Maintenance Of Traffic | LS | | | | | \$ | |
| 40.02 40.02.001 | Site utilities, utility relocation Utility Relocation Allowance, Level 1 | Doute Mile | , | 1,099,949 | ć 1 121 160 | | \$ | 13,559,9 |
| 40.02.002 | Utility Relocation Allowance, Level 2 | Route Mile Route Mile | \$ | 1,099,949 | | | \$ | |
| 40.02.003 | Utility Relocation Allowance, Level 3 | Route Mile | \$ | 3,267,072 | | | Ś | |
| 40.02.004 | Utility Relocation Allowance, Level 4 | Route Mile | \$ | 3,906,355 | | | \$ | |
| 40.02.005 | Utility Relocation Allowance, Level 5 | Route Mile | \$ | 4,927,149 | | 2.70 | \$ | 13,559,9 |
| 40.02.060 | Major Utility Relocation, Aerial Transmission Line | EA | \$ | 8,600,000 | | | \$ | |
| 40.02.050 | Site Utility Allowance | Route Mile | \$ | 1,660,257 | \$ 1,692,285 | | \$ | |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatm | | \$ | - | | | \$ | 822,4 |
| 40.03.100 40.03.105 | Hazardous Material Removal Allowance, Light Hazardous Material Removal Allowance, Medium | Route Mile Route Mile | \$ | 188,246 | | i | | |
| | Hazardous material Kemoval Allowance, medium | | \$ | | | 2.40 | \$ | 022.4 |
| | Hazardous Material Removal Allowance, Heavy | | ċ | 370,152 | \$ 377,293 | 2.18 | \$ | 822,4 |
| 40.03.110 40.03.150 | Hazardous Material Removal Allowance, Heavy Removal of Contaminated Soil | Route Mile | \$ | 555,734 | \$ 566,454 | 2.18 | \$ \$ | 822,4 |
| 40.03.150 | Removal of Contaminated Soil | | \$ | | \$ 566,454 \$ 14 | 2.18 | \$ \$ \$ | 822,4 22.743.1 |
| | | Route Mile | | 555,734 | \$ 566,454 | 2.18 | \$ \$ | 822,4 22,743,1 |
| 40.03.150 40.04 | Removal of Contaminated Soil Environmental mitigation: wetlands, historic/archeology, parks | Route Mile CF | \$ | 555,734 13 | \$ 566,454 \$ 14 3% | 2.18 | \$ \$ \$ | 22,743,1 |
| 40.03.150 40.04 40.04.100 | Removal of Contaminated Soil Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light | Route Mile CF Route Mile | \$ \$ \$ \$ \$ | 555,734 13 - 583,755 | \$ 566,454 \$ 14 3% \$ 595,016 | | \$ \$ \$ \$ \$ | 22,743,1 3,631,7 |
| 40.03.150 40.04 40.04.100 40.04.105 40.04.110 40.05 | Removal of Contaminated Soil Environmental Mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls | Route Mile CF Route Mile Route Mile Route Mile | \$ \$ \$ \$ \$ | 555,734 13 - 583,755 1,634,403 2,743,574 | \$ 566,454 \$ 14 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 | | \$ \$ \$ \$ \$ \$ | 22,743,1 3,631,7 |
| 40.03.150 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 | Removal of Contaminated Soil Environmental Mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) | Route Mile CF Route Mile Route Mile Route Mile | \$ \$ \$ \$ \$ \$ | 555,734 13 - 583,755 1,634,403 2,743,574 - 3,029 | \$ 566,454 \$ 14 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 | | \$ \$ \$ \$ \$ \$ | 22,743,1 3,631,7 |
| 40.03.150 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 | Removal of Contaminated Soil Environmental Mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) | Route Mile CF Route Mile Route Mile Route Mile LF LF | \$ \$ \$ \$ \$ \$ | 555,734 13 - 583,755 1,634,403 2,743,574 - 3,029 3,944 | \$ 566,454 \$ 14 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 | | \$ \$ \$ \$ \$ \$ \$ | 22,743,1 3,631,7 |
| 40.03.150 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 | Removal of Contaminated Soil Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) | Route Mile CF Route Mile Route Mile Route Mile LF LF LF | \$ \$ \$ \$ \$ \$ | 555,734 13 - 583,755 1,634,403 2,743,574 - 3,029 3,944 5,392 | \$ 566,454 \$ 14 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 22,743,1 3,631,7 |
| 40.03.150 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 | Removal of Contaminated Soil Environmental Mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) | Route Mile CF Route Mile Route Mile Route Mile LF LF LF | \$ \$ \$ \$ \$ \$ \$ | 555,734 13 - 583,755 1,634,403 2,743,574 - 3,029 3,944 5,392 804 | \$ 566,454 \$ 14 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 | 2.18 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 22,743,1 3,631,7 74,589,8 |
| 40.03.150 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 | Removal of Contaminated Soil Environmental Mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (30" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) | Route Mile CF Route Mile Route Mile Route Mile LF LF LF | \$ \$ \$ \$ \$ \$ | 555,734 13 - 583,755 1,634,403 2,743,574 - 3,029 3,944 5,392 804 1,551 | \$ 566,454 \$ 14 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 22,743,1 3,631,7 74,589,8 |
| 40.03.150 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.111 | Removal of Contaminated Soil Environmental Mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | Route Mile CF Route Mile Route Mile Route Mile LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ | 555,734 13 - 583,755 1,634,403 2,743,574 - 3,029 3,944 5,392 804 | \$ 566,454 \$ 14 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 | 2.18 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 22,743,1 3,631,7 74,589,8 |
| 40.03.150 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 | Removal of Contaminated Soil Environmental Mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | Route Mile CF Route Mile Route Mile Route Mile LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 555,734 13 - 583,755 1,634,403 2,743,574 - 3,029 3,944 5,392 804 1,551 1,308 | \$ 566,454 \$ 14 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 | 2.18 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 22,743,1 3,631,7 74,589,8 |
| 40.03.150 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.120 40.05.212 40.05.211 40.05.211 | Removal of Contaminated Soil Environmental Mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (6' Avg. Height) Intrusion Protection Berm | Route Mile CF Route Mile Route Mile Route Mile LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 555,734 13 - 583,755 1,634,403 2,743,574 - 3,029 3,944 5,392 804 1,551 1,308 | \$ 566,454 \$ 14 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 | 2.18 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 22,743,1 3,631,7 74,589,8 72,793,0 |
| 40.03.150 40.04 40.04.100 40.04.105 40.04.110 40.05.012 40.05.030 40.05.030 40.05.111 40.05.122 40.05.211 40.05.212 40.05.211 40.05.212 40.05.310 40.05.400 | Removal of Contaminated Soil Environmental Mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12" Avg. Height Above Platform) Sound Wall - 1 Wall (8" Avg. Height) Sound Wall - 1 Wall (16" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) | Route Mile CF Route Mile Route Mile Route Mile LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 555,734 13 | \$ 566,454 \$ 14 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 | 2.18 | \$ | 22,743,1 3,631,7 74,589,8 72,793,0 |
| 40.03.150 40.04 40.04.100 40.04.105 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.214 40.05.214 40.05.214 40.05.211 40.05.211 40.05.210 40.05.310 40.05.400 | Removal of Contaminated Soil Environmental Mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) | Route Mile CF Route Mile Route Mile LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 555,734 13 | \$ 566,454 \$ 14 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 | 2.18 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | |
| 40.03.150 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.214 40.05.214 40.05.214 40.05.210 40.05.400 40.05.400 40.05.401 | Removal of Contaminated Soil Environmental Mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Hedium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (8' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic | Route Mile CF Route Mile Route Mile Route Mile LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 555,734 13 | \$ 566,454 \$ 14 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | 2.18 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 22,743,1 3,631,7 74,589,8 72,793,0 |
| 40.03.150 40.04 40.04.100 40.04.105 40.04.110 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.401 | Removal of Contaminated Soil Environmental Mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (6' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (56' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction | Route Mile CF Route Mile Route Mile Route Mile LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 555,734 13 | \$ 566,454 \$ 14 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 | 2.18 | \$ | 22,743,1 3,631,7 74,589,8 72,793,0 1,796,7 |
| 40.03.150 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.122 40.05.211 40.05.211 40.05.212 40.05.400 40.05.400 40.05.400 40.05.400 40.05.999 40.06 40.07 | Removal of Contaminated Soil Environmental Mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate | Route Mile CF Route Mile Route Mile LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 555,734 13 | \$ 566,454 \$ 14 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | 2.18 | \$ | 22,743,1 3,631,7 74,589,8 72,793,0 1,796,7 30,324,1 82,119,5 |
| 40.03.150 40.04 40.04.100 40.04.105 40.04.110 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 | Removal of Contaminated Soil Environmental Mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (6' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (56' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction | Route Mile CF Route Mile Route Mile Route Mile LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 555,734 13 | \$ 566,454 \$ 14 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | 2.18 | \$ | 22,743,1 3,631,7 74,589,8 72,793,0 1,796,7 |
| 40.03.150 40.04 40.04.100 40.04.105 40.04.110 40.05.012 40.05.030 40.05.030 40.05.111 40.05.120 40.05.212 40.05.211 40.05.212 40.05.310 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 | Removal of Contaminated Soil Environmental Mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall -1 Wall (12" Avg. Height) Retaining Wall -1 Wall (20" Avg. Height) Retaining Wall -1 Wall (20" Avg. Height) Retaining Wall -1 Wall (3" Avg. Height) Containment (Crash) Wall -1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall -1 Wall (12" Avg. Height Above Platform) Sound Wall -1 Wall (8" Avg. Height) Sound Wall -1 Wall (8" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) Canal Realignments (65" X 10" Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations | Route Mile CF Route Mile Route Mile Route Mile LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 555,734 13 | \$ 566,454 \$ 14 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | 2.18 | \$ | 22,743,1 3,631,7 74,589,8 72,793,0 1,796,7 30,324,1 82,119,5 160,953,2 |
| 40.03.150 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.211 40.05.211 40.05.211 40.05.210 40.05.400 40.05.400 40.05.400 40.05.400 40.05.400 40.05.999 40.06 40.07 40.08 | Removal of Contaminated Soil Environmental Mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (3' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Platform) Sound Wall - 1 Wall (3' Avg. Height) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | Route Mile CF Route Mile Route Mile Route Mile LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 555,734 13 | \$ 566,454 \$ 14 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | 2.18 46,041.00 2,210.00 | \$ | 22,743,1 3,631,7 74,589,8 72,793,0 1,796,7 30,324,1 82,119,5 |
| 40.03.150 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 | Removal of Contaminated Soil Environmental Mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Hedium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (3' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (8' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | Route Mile CF Route Mile Route Mile Route Mile LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 555,734 13 | \$ 566,454 \$ 14 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | 2.18 46,041.00 2,210.00 | \$ | 22,743,1 3,631,7 74,589,8 72,793,0 1,796,7 30,324,1 82,119,5 160,953,2 3,080,5 |
| 40.03.150 40.04 40.04.100 40.04.105 40.04.110 40.05.012 40.05.020 40.05.030 40.05.111 40.05.122 40.05.212 40.05.211 40.05.212 40.05.210 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 40.08.145a 40.08.145a 40.08.147a 40.08.322 40.08.324 | Removal of Contaminated Soil Environmental Mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall -1 Wall (12" Avg. Height) Retaining Wall -1 Wall (20" Avg. Height) Retaining Wall -1 Wall (20" Avg. Height) Retaining Wall -1 Wall (3" Avg. Height) Containment (Crash) Wall -1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall -1 Wall (12" Avg. Height Above Platform) Sound Wall -1 Wall (8" Avg. Height) Sound Wall -1 Wall (16" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) Canal Realignments (5" X 10" Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 a Plaingment Roadway Undercrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | Route Mile CF Route Mile Route Mile Route Mile LF | \$ | 555,734 13 | \$ 566,454 \$ 14 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 4% | 2.18 46,041.00 2,210.00 | \$ | 22,743,1 3,631,7 74,589,8 72,793,0 1,796,7 30,324,1 82,119,1 160,953,3 |
| 40.03.150 40.04 40.04.100 40.04.105 40.05.012 40.05.020 40.05.020 40.05.111 40.05.112 40.05.211 40.05.211 40.05.212 40.05.210 40.05.401 40.05.400 40.05.401 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 40.08.145a 40.08.145a 40.08.147a 40.08.322 40.08.324 40.08.326 | Removal of Contaminated Soil Environmental Mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (3' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Platform) Sound Wall - 1 Wall (3' Avg. Height) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 6 lane retained fill roadway over 2 tracks | Route Mile CF Route Mile Route Mile Route Mile LF | \$ | 555,734 13 | \$ 566,454 \$ 14 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 4% \$ 3,080,539 \$ 972,574 \$ 4,045,219 \$ 4,0722,173 \$ 5,449,567 | 2.18 46,041.00 2,210.00 | \$ 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | 22,743,1 3,631,7 74,589,8 72,793,0 1,796,7 30,324,1 82,119,1 160,953,3 |
| 40.03.150 40.04 40.04.100 40.04.105 40.05.012 40.05.020 40.05.030 40.05.111 40.05.122 40.05.212 40.05.211 40.05.212 40.05.211 40.05.212 40.05.310 40.05.401 40.05.402 40.05.403 40.08.405 40.08.145a 40.08.145a 40.08.145a 40.08.147a 40.08.322 40.08.324 | Removal of Contaminated Soil Environmental Mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall -1 Wall (12" Avg. Height) Retaining Wall -1 Wall (20" Avg. Height) Retaining Wall -1 Wall (20" Avg. Height) Retaining Wall -1 Wall (3" Avg. Height) Containment (Crash) Wall -1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall -1 Wall (12" Avg. Height Above Platform) Sound Wall -1 Wall (8" Avg. Height) Sound Wall -1 Wall (16" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) Canal Realignments (5" X 10" Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 a Plaingment Roadway Undercrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | Route Mile CF Route Mile Route Mile Route Mile LF | \$ | 555,734 13 | \$ 566,454 \$ 14 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 4% \$ 972,574 \$ 4,045,219 \$ 4,722,173 | 2.18 46,041.00 2,210.00 | \$ | 22,743,1 3,631,7 74,589,8 72,793,0 1,796,7 30,324,1 82,119,5 160,953,2 3,080,5 |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | _ | UNIT PRICE (3rd Quarter | | IIT PRICE d Quarter | FNO-BFD Subsection: H | | |
|---------------------------|---|------------|----|----------------------------|----|------------------------|-----------------------------|--------|-----------------|
| ELEMENT | | | | 2009) | · | 2010) | QTY | | cost |
| | Pedstrain Overcrossing | EA | | | \$ | 2,100,000 | | \$ | - |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | | \$ | - |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | 1.00 | \$ | 16,956,405 |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | \$ | - |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | \$ | - |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | \$ | - |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | \$ | - |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ | 5,362,896 | 13.00 | \$ | 69,717,648 |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | \$ | - |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ | 723,886 | | \$ | - |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | | | \$ | 5,805,298 | 8.00 | \$ | 46,442,384 |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | | \$ | - |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | \$ | 4,089,716 | 1.00 | \$ | 4,089,716 |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | Ś | _ | \$ | 15.000.000 | | Ś | |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | Ś | | Ś | 25,987,089 | | Ś | |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | \$ | 5,615,692 | | Ś | _ |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | EA | \$ | 5,341,703 | \$ | 5,444,750 | | Ś | |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | \$ | 6,516,967 | \$ | 6,642,686 | | ş S | - |
| 40.08.144 | Roadway Undercrossing HSR - 4 lane roadway under 4 tracks | EA | \$ | 7,129,564 | \$ | 7,267,100 | | Ś | |
| 40.08.510 | Roadway Modification, New AC Paving | SF | \$ | 7,129,564 | \$ | 18 | 1,001,969.00 | \$ | - 17,754,267 |
| 40.08.520 | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | SF | \$ | | | | 1,001,969.00 | | 17,754,207 |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | Route Mile | \$ | 21 549,929 | \$ | 21 | 2.67 | \$ | 4 404 227 |
| 40.08.540 | Access Road Entrance Point | | | | | 560,538 | 2.67 | \$ | 1,494,237 |
| 40.08.550 | Streetscaping Allowance | EA | \$ | 31,937 | \$ | 32,553 | 10.00 | \$ | 325,526 |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert | ESF | \$ | 343 | \$ | 350 | | \$ | 420.000 |
| 40.08.994 | Maintenance Of Traffic | EA | \$ | - | \$ | 20,000 | 6.00 | \$ | 120,000 |
| | | LS | | | | | | \$ | |
| 50.01 50.01.010 | Wayside signaling equipment | | _ | | _ | | | \$ | 36,897,176 |
| 50.01.010 | Train Controls (ATC) | Route Mile | \$ | 1,128,300 | | 1,150,066 | 27.54 | \$ | 31,672,819 |
| | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | 1.16 | \$ | 2,001,115 |
| 50.01.020 | Wayside Protection System | Route Mile | \$ | 108,000 | \$ | 110,083 | 27.54 | \$ | 3,031,698 |
| 50.01.021 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 162,000 | \$ | 165,125 | 1.16 | \$ | 191,545 |
| 50.01.030 | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | \$ | - |
| 50.05 | Communications | | | | | | | \$ | 5,673,455 |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | 27.54 | \$ | 5,389,685 |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | 1.16 | \$ | 283,771 |
| 60.02 | Traction power supply: Substations | | | | | | | \$ | 74,783,104 |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | | 2,471,835 | 27.54 | \$ | 68,074,328 |
| 60.02.102 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | \$ | 12,103,061 | | \$ | - |
| 60.02.101 | Traction Power Supply- 4 Tracks | Route Mile | \$ | 3,881,250 | | 3,956,123 | 1.16 | \$ | 4,589,103 |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | 1.00 | \$ | 786,815 |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | 1.00 | \$ | 297,723 |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | \$ | 258,784 | 4.00 | \$ | 1,035,135 |
| 60.03 | Traction power distribution: Catenary and third rail | | | | | | | \$ | 61,961,041 |
| 60.03.100 | Traction Power Distribution | Route Mile | \$ | 2,118,800 | \$ | 2,159,674 | 28.69 | \$ | 61,961,041 |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | | \$ | - |
| 60.03.100 | Traction Power Distribution- 4 Tracks | Route Mile | Ś | 3,178,200 | Ś | 3,239,511 | | Ś | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: C1 |
|------------------------|---|--------------------------|----------------------------------|----------------------------------|------|---------------------------|
| ELEMEIT | | | 2009) | 2010) | QTY | соѕт |
| 10.01 | Track structure: Viaduct | | | | | \$ 424,938,779 |
| 10.01.122 10.01.123 | Elevated Structure - 1 Track (20' Avg. Pier Ht) Elevated Structure - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | \$ 36,624,377 | | \$ - \$ - |
| 10.01.124 | Elevated Structure - 1 Track (40' Avg. Pier Ht) | Route Mile Route Mile | \$ 45,285,042 \$ 46,232,612 | \$ 46,158,636 \$ 47,124,486 | | \$ - \$ - |
| 10.01.125 | Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 47,180,084 | \$ 48,090,235 | | \$ \$ |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 64,502,791 | \$ 65,747,114 | | \$ - |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 66,081,681 | \$ 67,356,463 | | \$ - |
| 10.01.222 | Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | 1.67 | \$ 73,430,369 |
| 10.01.223 | Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 52,578,482 | \$ 53,592,774 | 2.79 | \$ 149,613,160 |
| 10.01.224 10.01.225 | Elevated Structure - 2 Track (40' Avg. Pier Ht) Elevated Structure - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 53,525,409 | \$ 54,557,967 | 3.05 | \$ 166,463,799 \$ - |
| 10.01.226 | Elevated Structure - 2 Track (50 Avg. Pier Ht) Elevated Structure - 2 Track (60' Avg. Pier Ht) | Route Mile Route Mile | \$ 54,473,243 \$ 71,796,207 | \$ 55,524,087 \$ 73,181,228 | | \$ - |
| 10.01.227 | Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 73,374,892 | \$ 74,790,367 | | \$ - |
| 10.01.242 | Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 82,812,928 | \$ 84,410,473 | | \$ - |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 101,501,272 | \$ 103,459,333 | | \$ - |
| 10.01.244 | Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 103,395,885 | \$ 105,390,496 | | \$ - |
| 10.01.245 | Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile | \$ 105,253,245 | \$ 107,283,686 | | \$ - |
| 10.01.246 10.01.247 | Elevated Structure - 4 Track (60' Avg. Pier Ht) Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile | \$ 141,642,485 | \$ 144,374,910 | | \$ - |
| 10.01.322 | Elevated Structure - 4 Hack (70 Avg. Pier Ht) Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) | Route Mile Route Mile | \$ 144,884,105 \$ 39,541,927 | \$ 147,679,065 \$ 40,304,730 | | \$ - \$ - |
| 10.01.323 | Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile | | \$ 50,824,519 | | \$ - |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 50,914,824 | \$ 51,897,022 | | š - |
| 10.01.325 | Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 51,967,437 | \$ 52,969,941 | | \$ - |
| 10.01.326 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 62,798,549 | \$ 64,009,996 | | \$ - |
| 10.01.327 | Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 64,181,981 | \$ 65,420,116 | | \$ - |
| 10.01.422 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 47,694,536 | \$ 48,614,611 | | \$ - |
| 10.01.423 | Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 58,014,969 | \$ 59,134,136 | | \$ - |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 59,067,487 | \$ 60,206,958 | | \$ - |
| 10.01.425 | Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 60,120,295 | \$ 61,280,076 | | \$ - |
| 10.01.426 | Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 70,951,046 | \$ 72,319,762 | | \$ - |
| 10.01.427 10.01.431 | Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | Route Mile | \$ 72,334,586 \$ 235,649,714 | \$ 73,729,993 \$ 240,195,634 | | \$ - \$ - |
| 10.01.432 | Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) | Route Mile Route Mile | \$ 239,350,822 | \$ 243,968,140 | | \$ - \$ - |
| 10.01.512 | Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 70,118,523 | \$ 71,471,180 | | \$ - |
| 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 74,724,468 | \$ 76,165,978 | | s - |
| 10.01.514 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 76,108,232 | \$ 77,576,437 | | \$ - |
| 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 77,528,913 | \$ 79,024,523 | | \$ - |
| 10.01.516 | Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) | Route Mile | . , , | \$ 80,499,641 | | \$ - |
| 10.01.522 | Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 77,411,338 | \$ 78,904,680 | 0.11 | \$ 8,679,515 |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 82,017,601 | \$ 83,599,803 | 0.32 | \$ 26,751,937 |
| 10.01.524 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 83,401,267 | \$ 85,010,162 | | \$ - |
| 10.01.526 | Elevated Structure Straddle over 2 RR - 2 Track (50 Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) | Route Mile Route Mile | \$ 84,822,267 \$ 86,267,477 | \$ 86,458,574 \$ 87,931,664 | | \$ - \$ - |
| 10.01.612 | Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 111,218,191 | \$ 87,931,664 \$ 113,363,701 | | \$ - |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 116,892,249 | \$ 119,147,218 | | ς . |
| 10.01.614 | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | | \$ 121,721,915 | | \$ - |
| 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 121,907,137 | | | \$ - |
| 10.01.622 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 118,511,296 | \$ 120,797,498 | | \$ - |
| 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 124,185,450 | \$ 126,581,112 | | \$ - |
| 10.01.624 | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 126,711,251 | \$ 129,155,638 | | \$ - |
| 10.01.625 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | | \$ 131,692,544 | | \$ - |
| 10.01.700 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 131,726,304 \$ 126,282,645 | \$ 134,267,437 | | \$ - \$ - |
| 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (20 Avg. Pier Ht) | Route Mile Route Mile | \$ 126,282,645 | \$ 128,718,764 \$ 134,478,825 | | \$ - |
| 10.01.702 | Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 134,449,679 | \$ 137,043,348 | | \$ - \$ - |
| 10.01.944 | Elevated Structure - 2 Track w/ 2 Single Trenches | Route Mile | \$ - | \$ - | | \$ - |
| 10.01.950 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 44,000,000 | \$ 44,848,804 | | \$ - |
| 10.01.951 | PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 58,000,000 | \$ 59,118,878 | | \$ - |
| 10.01.960 | Stream Crossings HST Structure Box Culverts | EA | \$ 20,000 | \$ 20,386 | | \$ - |
| 10.01.999 | Maintenance Of Traffic | LS | | | | \$ - |
| 10.02 | Track structure: Major/Movable bridge | D- : :::: | \$ - | 40.000 | | \$ 724,655 |
| 10.02.013 10.02.023 | Bridge Structure - 3 span with 1 Track Bridge Structure - 3 span with 2 Track | Route Mile | \$ 47,326,516 \$ 66,899,099 | \$ 48,239,492 | | \$ - |
| 10.02.043 | Bridge Structure - 3 span with 4 Track | Route Mile Route Mile | \$ 66,899,099 \$ 100,045,360 | \$ 68,189,650 \$ 101,975,335 | | \$ - \$ - |
| 10.02.044a | Bridge Structure - 2 Track Steel Truss Bridges | Route Mile | \$ 100,043,300 | \$ 12,077,578 | 0.06 | \$ 724,655 |
| 10.02.045a | Bridge Structure - SJVR Spur - Trench Cover | EA | \$ - | \$ 1,564,672 | | \$ - |
| 10.02.046a | Bridge Structure - SJVR Spur - Rail Bridge | EA | \$ - | \$ 1,289,565 | | \$ - |
| 10.02.047a | Bridge Structure - Dry Creek Canal Water bridge | EA | \$ - | \$ 3,283,677 | | \$ - |
| 10.02.999 | Maintenance Of Traffic | LS | | | | \$ - |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) | | \$ - | | | \$ 22,163,546 |
| 10.05.111 10.05.112 | At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile | | \$ 1,956,206 | | \$ - |
| 10.05.112 10.05.113 | At-Grade Track-bed in Cut - 1 Track (10" Avg. Exc Depth) At-Grade Track-bed in Cut - 1 Track (15" Avg. Exc Depth) | Route Mile | \$ 3,040,609 \$ 4,437,362 | \$ 3,099,266 | | \$ - \$ - |
| 10.05.113 | At-Grade Track-bed in Cut - 1 Track (15 Avg. Exc Depth) At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile Route Mile | \$ 4,437,362 \$ 6,095,891 | \$ 4,522,964 \$ 6,213,487 | | 5 - |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 2,527,904 | \$ 6,213,487 | | \$ - \$ - |
| 10.05.122 | At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,873,994 | \$ 3,948,727 | | \$ - |
| 10.05.123 | At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | \$ 5,488,286 | \$ 5,594,161 | | \$ - |
| 10.05.124 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 7,375,140 | \$ 7,517,413 | | \$ - |
| 10.05.126 | At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 17,706,798 | \$ 18,048,380 | | \$ - |
| 10.05.128 | At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile | \$ 32,673,082 | \$ 33,303,379 | | \$ - |
| 10.05.130 | At-Grade Track-bed in Cut - 2 Track (80' Avg. Exc Depth) | Route Mile | \$ 52,529,924 | \$ 53,543,279 | | \$ - |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: C1 |
|-------------------------|---|----------------------------|----------------------------------|----------------------------------|--------------|---------------------------|
| ELEMENT | | | 2009) | 2010) | QTY | COST |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ 77,047,580 | \$ 78,533,905 | | \$ |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | \$ 3,555,979 | | | \$ |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ 5,002,163 | \$ 5,098,660 | | \$ |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,255,789 | \$ 1,280,015 | | \$ |
| 10.05.212 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,824,123 | \$ 1,859,312 | | \$ |
| 10.05.213 | At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) | Route Mile | \$ 2,574,079 | \$ 2,623,735 | | \$ |
| 10.05.214 | At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,508,477 | \$ 3,576,159 | | \$ |
| 10.05.221 10.05.222 | At-Grade Track-bed in Fill - 2 Track (5 Avg. Fill Ht) At-Grade Track-bed in Fill - 2 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,804,472 | \$ 1,839,282 \$ 2,563,480 | 3.88 | \$ 7,136,41 |
| 10.05.222 | At-Grade Track-bed in Fill - 2 Track (10 Avg. Fill Ht) | Route Mile Route Mile | \$ 2,514,964 \$ 3,420,413 | | 5.59 0.20 | \$ 14,329,85 \$ 697,27 |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ 3,420,413 \$ 4,498,944 | \$ 3,486,396 \$ 4,585,733 | 0.20 | \$ 697,27 |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ 10,874,062 | \$ 11,083,833 | | \$ |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ 20,392,304 | | | Ś |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ 33,180,092 | | | Ś |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ 48,985,268 | \$ 49,930,243 | | \$ |
| 10.05.241 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ 2,473,684 | \$ 2,521,404 | | \$ |
| 10.05.261 | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,162,050 | \$ 3,223,050 | | \$ |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ 5,441,105 | \$ 5,546,070 | | \$ |
| 10.05.999 | Maintenance Of Traffic | LS | | | | \$ |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | | | | | \$ |
| 10.06.210 | At-Grade Track-bed with Closed Drainage - 1 Track | Route Mile | \$ 1,366,385 | | | \$ |
| 10.06.220 10.06.230 | At-Grade Track-bed with Closed Drainage - 2 Track At-Grade Track-bed with Closed Drainage - 3 Track | Route Mile | \$ 2,168,933 | | | \$ |
| 10.06.240 | At-Grade Track-bed with Closed Drainage - 3 Track At-Grade Track-bed with Closed Drainage - 4 Track | Route Mile | \$ 2,660,843 \$ 3,039,420 | | | \$ \$ |
| 10.06.999 | Maintenance Of Traffic | Route Mile LS | \$ 3,039,420 | \$ 3,096,053 | | \$ |
| 10.07 | Track structure: Tunnel | Li | | | | \$ |
| 10.07.101 | TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ 121,440,000 | \$ 123,782,700 | | Ś |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ 179,520,000 | | | Ś |
| 10.07.103 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ 158,400,000 | | | \$ |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | \$ 300,960,000 | \$ 306,765,821 | | \$ |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | \$ 227,040,000 | \$ 231,419,830 | | \$ |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ 205,920,000 | \$ 209,892,404 | | \$ |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ 464,640,000 | \$ 473,603,373 | | \$ |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | \$ 147,840,000 | \$ 150,691,982 | | \$ |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ 364,320,000 | \$ 371,348,099 | | \$ |
| 10.07.205 | D&B Double Track Tunnel 50ft ID in hard rock (competent) | Route Mile | \$ 232,320,000 | \$ 236,801,686 | | \$ |
| 10.07.206 10.07.301 | D&B Double Track Tunnel 50ft ID in rock (poor) SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile | \$ 485,760,000 | | | \$ |
| 10.07.301 | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile Route Mile | \$ 374,880,000 \$ 454,080,000 | \$ 382,111,812 \$ 462,839,659 | | \$ |
| 10.07.303 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ 269,280,000 | | | \$ |
| 10.07.304 | SEM Double Track Tunnel 40ft ID in soft ground (poor) | Route Mile | \$ 306,240,000 | \$ 312,147,677 | | \$ |
| 10.07.305 | SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | \$ 396,000,000 | \$ 403,639,238 | | Š |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (poor) | Route Mile | \$ 448,800,000 | | | \$ |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile | \$ 237,600,000 | | | \$ |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ 274,560,000 | \$ 279,856,538 | | \$ |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ 179,520,000 | \$ 182,983,121 | | \$ |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ 248,160,000 | \$ 252,947,256 | | \$ |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) | Route Mile | \$ 290,400,000 | | | \$ |
| 10.07.406 | RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ 401,280,000 | \$ 409,021,094 | | \$ |
| 10.07.207 10.07.407 | D&B Cross Passage conservative cost in rock RH Cross Passage conservative cost in soft rock | Linear Feet | \$ 28,000 | \$ 28,540 | | \$ |
| 10.07.501 | Cross Passage in Soft Ground (competent) | Linear Feet | \$ 25,000 \$ 33,000 | \$ 25,482 | | \$ |
| 10.07.502 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet Linear Feet | \$ 33,000 | \$ 33,637 \$ 85,620 | | \$ |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 90,688,401 | \$ 85,620 \$ 92,437,871 | | \$ |
| 10.07.115 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 107,082,440 | \$ 109,148,168 | | \$ |
| 10.07.116 | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 135,385,066 | \$ 137,996,780 | | \$ |
| 10.07.214 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 141,194,360 | \$ 143,918,141 | | \$ |
| 10.07.215 | Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 163,855,983 | | | \$ |
| 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 202,718,337 | \$ 206,628,977 | | \$ |
| 10.07.224 | Cut & Cover Box - 2 Track/ 2 Box (40' Avg. Exc Depth) | Route Mile | \$ 189,027,415 | \$ 192,673,943 | | \$ |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile | \$ 221,996,334 | | | \$ |
| 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | \$ 278,841,077 | \$ 284,220,202 | | \$ |
| 10.07.414 | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 206,677,660 | \$ 210,664,680 | | \$ |
| 10.07.415 | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 237,737,305 | \$ 242,323,497 | | \$ |
| 10.07.416 10.07.526a | Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 291,302,754 | \$ 296,922,277 | | \$ |
| 10.07.801 | Jacked Box - 2 Track (70' Avg. Exc Depth) Ventilation Shaft | Route Mile VF | \$ - \$ 13,627 | \$ 434,924,098 | | \$ |
| 10.07.802 | Mid-Line Ventilation Structure | LS | \$ 13,627 \$ 8,742,980 | \$ 13,890 \$ 8,911,641 | | \$ |
| 10.07.803 | Tunnel Portal Structure | LS | \$ 8,089,108 | \$ 8,245,155 | | \$ |
| 10.07.805 | Emergency Access Shaft | VF | \$ 22,520 | | | \$ |
| 10.07.850 | Pumping Station | EA | \$ 212,310 | | | \$ |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) | Route Mile | \$ 7,354,997 | \$ 7,496,882 | | \$ |
| 10.07.902 | Mechanical & Electrical Allowance for Underground (Double) | Route Mile | \$ 14,710,177 | | | \$ |
| 10.07.920 | Ventilation Equipment Allowance | EA | \$ 2,211,105 | | | \$ |
| 10.07.922 | Double Deck - 2 Track Trench on Top of 2 Track C&C Box | Route Mile | \$ 210,906,243 | \$ 214,974,836 | | \$ |
| 10.07.950 | Allowance for Construction Monitoring | Route Mile | \$ 145,939 | \$ 148,754 | | \$ |
| 10.08 | Track structure: Retaining walls and systems | | | | | \$ 37,015,08 |
| 10.08.211 | Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 25,829,576 | | | \$ |
| 10.08.212 | Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) Retained Cut, Trench - 1 Track (30' Avg. Exc Depth) | Route Mile Route Mile | \$ 67,586,123 \$ 127,460,002 | | | \$ |
| 10.08.213 | | | | \$ 129,918,833 | • | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: C1 |
|------------------------|---|--------------------------|---|----------------------------------|-------|---------------------------|
| | | | 2009) | 2010) | QTY | COST |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,868 | | | \$ - |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | \$ 163,304,293 | | | \$ - |
| 10.08.224 10.08.241 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | | \$ 297,368,910 | | \$ - |
| 10.08.241 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) | Route Mile Route Mile | \$ 47,685,463 \$ 111,376,696 | | | \$ - \$ - |
| 10.08.243 | Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) | Route Mile | \$ 111,376,696 \$ 192,038,567 | \$ 113,525,265 \$ 195,743,184 | | \$ - |
| 10.08.344 | Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile | \$ 295,374,114 | \$ 301,072,178 | | \$ - |
| 10.08.346 | Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile | \$ 356,356,513 | \$ 363,230,988 | | \$ - |
| 10.08.411 | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 8,667,052 | \$ 8,834,248 | | \$ - |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 24,952,856 | \$ 25,434,222 | | \$ - |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 43,794,002 | \$ 44,638,832 | | \$ - |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | | \$ 9,515,280 | 0.42 | \$ 3,996,418 |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,915,008 | \$ 26,414,935 | 1.25 | \$ 33,018,669 |
| 10.08.423 10.08.432 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 45,060,437 | \$ 45,929,698 | | \$ - \$ - |
| 10.08.441 | Retained Fill, Walls Both Sides - 4 Tracks (20 Avg. Wall Ht) | Route Mile Route Mile | \$ 25,723,268 \$ 9,573,053 | \$ 26,219,496 \$ 9,757,727 | | \$ - |
| 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 26,163,983 | \$ 26,668,712 | | \$ - |
| 10.08.461 | Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,858,094 | \$ 10,048,266 | | \$ - |
| 10.08.999 | Maintenance Of Traffic | LS | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | ,, | | \$ - |
| 10.09 | Track new construction: Conventional ballasted | | \$ - | | | \$ 28,183,320 |
| 10.09.110 | Ballasted Track - 1 Track | Route Mile | \$ 1,820,565 | \$ 1,855,686 | | \$ - |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | \$ 1,221,280 | \$ 1,244,839 | | \$ - |
| 10.09.120 | Ballasted Track - 2 Track | Route Mile | \$ 3,416,549 | \$ 3,482,458 | | \$ - |
| 10.09.122 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile | \$ 2,423,901 | \$ 2,470,660 | 11.34 | \$ 28,017,289 |
| 10.09.240 10.09.132 | Ballasted Track - 2 Track (Station Track) Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | \$ 7,244,923 | \$ 7,384,685 | | \$ - |
| 10.09.142 | Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | \$ 3,580,069 \$ 4,521,614 | \$ 3,649,132 \$ 4,608,840 | | \$ - \$ - |
| 10.09.162 | Ballasted Track (Track Laying Machine) - 6 Track | Route Mile Route Mile | \$ 6,782,421 | \$ 6,913,261 | | \$ - |
| 10.09.810 | Ballasted Freight Track - 1 Track | Route Mile | \$ 1,554,241 | \$ 1,584,224 | | \$ - |
| 10.09.820 | Ballasted Freight Track - 2 Track | Route Mile | \$ 3,089,739 | \$ 3,149,343 | | \$ - |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile | \$ 4,645,413 | \$ 4,735,027 | | \$ - |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile | \$ 91,367 | \$ 93,129 | | \$ - |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ 162,843 | \$ 165,985 | | \$ - |
| 10.09.922 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile | \$ 325,778 | \$ 332,063 | 0.50 | \$ 166,031 |
| 10.09.923 | Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ 488,667 | \$ 498,094 | | \$ - |
| 10.09.924 | Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ 651,556 | \$ 664,125 | | \$ - |
| 10.10 10.10.110 | Track new construction: Non-ballasted Direct Fixation Track - 1 Track | Doute Mile | \$ - \$ 1,812,497 | ć 1.947.463 | | \$ 29,554,859 \$ - |
| 10.10.120 | Direct Fixation Track - 2 Track | Route Mile Route Mile | \$ 3,624,438 | \$ 1,847,462 \$ 3,694,357 | 8.00 | \$ 29,554,859 |
| 10.10.140 | Direct Fixation Track - 4 Track | Route Mile | \$ 7,293,868 | \$ 7,434,574 | 0.00 | \$ 25,554,655 |
| 10.10.210 | Independent Dual Block Track - 1 Track | Route Mile | \$ 3,338,726 | \$ 3,403,134 | | \$ - |
| 10.10.220 | Independent Dual Block Track - 2 Track | Route Mile | \$ 6,676,744 | \$ 6,805,545 | | \$ - |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile | \$ 13,353,468 | \$ 13,611,070 | | \$ - |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | | \$ - | | | \$ - |
| 10.14.100 | Direct Fixation Turnout (60 MPH) | EA | \$ 477,018 | | | \$ - |
| 10.14.105 10.14.110 | Direct Fixation Turnout (80 MPH) Direct Fixation Turnout (110 MPH) | EA | \$ 630,650 | | | \$ - |
| 10.14.115 | Direct Fixation Turnout (150 MPH) | EA | \$ 887,327 | | | \$ - |
| 10.14.130 | Direct Fixation Crossover (60 MPH) | EA EA | \$ 1,220,877 \$ 879,265 | | | \$ - \$ - |
| 10.14.135 | Direct Fixation Crossover (80 MPH) | EA | \$ 1,188,515 | | | \$ - |
| 10.14.140 | Direct Fixation Crossover (110 MPH) | EA | \$ 1,647,309 | \$ 1,679,087 | | \$ - |
| 10.14.145 | Direct Fixation Crossover (150 MPH) | EA | \$ 2,254,990 | | | \$ - |
| 10.14.199 | Ballasted Turnout (25 MPH) | EA | \$ 130,500 | \$ 133,017 | | \$ - |
| 10.14.200 | Ballasted Turnout (60 MPH) | EA | \$ 396,172 | | | \$ - |
| 10.14.205 | Ballasted Turnout (80 MPH) | EA | \$ 533,623 | | | \$ - |
| 10.14.210 10.14.215 | Ballasted Turnout (110 MPH) Ballasted Turnout (150 MPH) | EA | \$ 739,770 | \$ 754,041 | | \$ - |
| 10.14.215 | Ballasted Crossover (60 MPH) | EA EA | \$ 1,012,686 \$ 731,709 | \$ 1,032,221 \$ 745,824 | | \$ - \$ - |
| 10.14.305 | Ballasted Crossover (80 MPH) | EA EA | \$ 731,709 | | | \$ - |
| 10.14.310 | Ballasted Crossover (110 MPH) | EA | \$ 1,372,407 | \$ 1,398,882 | | \$ - |
| 10.14.315 | Ballasted Crossover (150 MPH) | EA | \$ 1,877,814 | | | \$ - |
| 10.14.400 | Terminal - Bumping Post | EA | \$ 27,763 | \$ 28,299 | | \$ - |
| 20.01 | Station buildings: Intercity passenger rail only | | | | | \$ - |
| 20.01.100 | Anaheim Station | LS | \$ 94,508,725 | | | \$ - |
| 20.01.105 | Millbrae Station | LS | \$ 24,939,819 | | | \$ - |
| 20.01.105 20.01.110 | Millbrae Station - Site Elements LA Union Station | LS | \$ 24,939,819 | | | \$ - |
| 20.02.200 | Redwood/Palo Alto Station | LS LS | \$ 193,627,800 \$ 51,451,014 | \$ 197,363,075 | | \$ - \$ - |
| 20.02.200 | Redwood/Palo Alto Station - Site Elements | LS | \$ 51,451,014 \$ 6,667,755 | | | \$ - |
| 20.02.205 | Norwalk Station | LS | \$ 46,561,775 | | | \$ - |
| 20.02.206 | Norwalk Station - Site Elements | LS | \$ 18,939,701 | | | \$ - |
| 20.02.210 | Tulare Station | LS | \$ 55,108,000 | | | \$ - |
| 20.02.211 | Tulare Station - Site Elements | LS | | \$ 19,544,656 | | \$ - |
| 20.02.215 | Gilroy Station | LS | \$ 68,723,791 | \$ 70,049,542 | | \$ - |
| 20.02.216 | Gilroy Station - Site Elements | LS | \$ 9,586,063 | | | \$ - |
| 20.02.220 | Burbank Station | LS | \$ 61,155,850 | | | \$ - |
| | Burbank Station - Site Elements | LS | \$ 13,393,012 | \$ 13,651,377 | l | \$ - |
| 20.02.221 | | | | A | | <u> </u> |
| 20.02.221 20.02.225 | San Jose Station | LS | \$ 70,224,925 | | | \$ - |
| 20.02.221 | | | | \$ 11,667,841 | | \$ - \$ - \$ |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | FNO-BFD ubsection: C1 |
|---|---|--------------------------|--------------------------------|------------------------------|-----------|-----------------------------|
| | | | 2009) | 2010) | QTY | COST |
| 20.02.235 | Fresno Station | LS | \$ 65,863,950 | | | \$ |
| 20.02.236 20.02.240 | Fresno Station - Site Elements Bakersfield Station | LS | \$ 9,639,938 | | | \$ |
| 20.02.240 | Bakersfield Station - Site Elements | LS LS | \$ 67,643,575 \$ 12,084,938 | | | \$ \$ |
| 20.02.245 | Palmdale Station | LS | \$ 68,151,875 | | | Ś |
| 20.02.246 | Palmdale Station - Site Elements | LS | \$ 16,760,249 | | | \$ |
| 20.02.250 | Sylmar Station | LS | \$ 68,151,875 | | | \$ |
| 20.02.251 | Sylmar Station - Site Elements | LS | \$ 20,560,115 | | | \$ |
| 20.02.300 | At-Grade Station Pedestrian / bike access and accommodation, landscaping, parking lots | LS | \$ - | \$ 68,000,000 | | \$ |
| 20.06.120 | Pedestrian Access (Cut & Cover) | LF | \$ 18,340 | \$ 18,694 | | \$ |
| 20.06.140 | Pedestrian Plaza | SF | \$ 33 | | | \$ |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | \$ 287,837 | \$ 293,389 | | \$ |
| 20.06.210 | Parking - At Grade | STL | \$ 3,330 | | | \$ |
| 20.06.250 | Parking - Structured (Above Grade) | STL | \$ 21,812 | | | \$ |
| 20.06.800 20.06.810 | Landscaping Allowance Landscaping Allowance, Guideway | SF Route Mile | \$ 3 \$ 175,476 | \$ 3 \$ 178,861 | | \$ \$ |
| 20.07 | Automobile, bus, van accessways including roads | Route Wille | \$ 173,470 | 3 178,801 | | 3 |
| 30.02 | Light maintenance facility | | | | | \$ |
| 30.02.010 | Light Maintenance Facility (LMF) | EA | \$ 105,006,028 | \$ 107,031,700 | | \$ |
| 30.03 | Heavy maintenance facility | | | | | \$ |
| 30.03.010 30.04 | Heavy Maintenance Facility (HMF) Storage or maintenance-of-way building/bases | EA | \$ 223,630,679 | \$ 227,944,740 | | \$ |
| 30.04.010 | Maintenance of Way Facility (MOWF) | EA | \$ 11,711,592 | \$ 11,937,521 | | \$ |
| 30.05 | Yard and yard track | | . 11,711,532 | 11,557,521 | | \$ |
| 30.05.110 | Ballasted Track - Yard Track | Route Mile | \$ 1,686,767 | \$ 1,719,306 | | \$ |
| 30.05.200 | Ballasted Turnout, No. 15 | EA | \$ 404,233 | | | \$ |
| 30.05.210 | Ballasted Diamond Crossover, No. 15 | EA | \$ 574,336 | | | \$ |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | TF | \$ 1,283 | \$ 1,308 | | \$ |
| 40.01 40.01.010 | Demolition, clearing, site preparation Demolition Allowance, Bridge | SF | \$ 26 | \$ 27 | | \$ 20, |
| 40.01.050 | Demolition Allowance, Building (1 Story) | SF | \$ 14 | \$ 14 | | \$ |
| 40.01.060 | Demolition Allowance, Building (2 Story) | SF | \$ 27 | \$ 28 | | \$ |
| 40.01.110 | Demolition Allowance, Asphalt Pavement | SY | \$ 56 | \$ 57 | 352.00 | \$ 20, |
| 40.01.140 | Demolition Allowance, Concrete Curb | LF | \$ 13 | \$ 13 | | \$ |
| 40.01.150 40.01.810 | Demolition Allowance, Concrete Sidewalk | SY | \$ 41 | \$ 42 | | \$ |
| 40.01.810 | Demolition Allowance, Remove Railroad Track Miscellanous Excavation & Support Items | Route Mile LS | \$ 169,459 \$ 2,224 | \$ 172,728 \$ 2,267 | | \$ \$ |
| 40.01.999 | Maintenance Of Traffic | LS | \$ 2,224 | \$ 2,267 | | \$ |
| 40.02 | Site utilities, utility relocation | | | | | \$ 1,506, |
| 40.02.001 | Utility Relocation Allowance, Level 1 | Route Mile | \$ 1,099,949 | \$ 1,121,169 | | \$ |
| 40.02.002 | Utility Relocation Allowance, Level 2 | Route Mile | \$ 1,978,427 | | | \$ |
| 40.02.003 40.02.004 | Utility Relocation Allowance, Level 3 Utility Relocation Allowance, Level 4 | Route Mile | \$ 3,267,072 | | | \$ \$ |
| 40.02.004 | Utility Relocation Allowance, Level 5 | Route Mile Route Mile | \$ 3,906,355 \$ 4,927,149 | | 0.30 | \$ 1,506, |
| 40.02.060 | Major Utility Relocation, Aerial Transmission Line | EA | \$ 8,600,000 | | 0.30 | \$ 1,500, |
| 40.02.050 | Site Utility Allowance | Route Mile | \$ 1,660,257 | | | \$ |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatment | ents | \$ - | | | \$ 1,678, |
| 40.03.100 | Hazardous Material Removal Allowance, Light | Route Mile | \$ 188,246 | | | \$ |
| 40.03.105 40.03.110 | Hazardous Material Removal Allowance, Medium Hazardous Material Removal Allowance, Heavy | Route Mile | \$ 370,152 | | 4.45 | \$ 1,678 |
| 40.03.110 | Removal of Contaminated Soil | Route Mile CF | \$ 555,734 \$ 13 | | | \$ |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | Cr | \$ - | 3% | | \$ 18,336 |
| 40.04.100 | Environmental Mitigation Allowance, Light | Route Mile | \$ 583,755 | \$ 595,016 | | \$ |
| 40.04.105 | Environmental Mitigation Allowance, Medium | Route Mile | \$ 1,634,403 | \$ 1,665,932 | 4.45 | \$ 7,413 |
| 40.04.110 | Environmental Mitigation Allowance, Heavy | Route Mile | \$ 2,743,574 | \$ 2,796,500 | | \$ |
| 40.05 40.05.012 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) | 15 | \$ - | \$ 3,000 | | \$ 22,582 |
| 40.05.012 | Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) | LF LF | \$ 3,029 \$ 3,944 | \$ 3,088 \$ 4,020 | | \$ \$ |
| 40.05.030 | Retaining Wall - 1 Wall (30' Avg. Height) | LF | \$ 5,392 | | | \$ |
| 40.05.111 | Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | LF | \$ 804 | \$ 820 | | \$ |
| 40.05.112 | Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | LF | \$ 1,551 | \$ 1,581 | 1 | \$ |
| 40.05.120 | Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | LF | \$ 1,308 | \$ 1,334 | | \$ |
| 40.05.211 40.05.212 | Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) | LF | \$ 205 | \$ 209 | 20,000,00 | \$ 15.560 |
| 40.05.212 | Intrusion Protection Berm | LF LF | \$ - \$ 136 | \$ 400 \$ 139 | 38,900.00 | \$ 15,560 \$ |
| 40.05.400 | Canal Realignments (10' X 8' Trench) | LF LF | \$ - | \$ 813 | 2,240.00 | \$ 1,821 |
| 40.05.401 | Canal Realignments (65' X 10' Trench) | LF | \$ - | \$ 3,251 | 1,600.00 | \$ 5,201 |
| 40.05.999 | Maintenance Of Traffic | LS | | | | \$ |
| 40.06 | Temporary facilities and other indirect costs during construction | | | 4% | | \$ 24,448 |
| 40.07 | Purchase or lease of real estate | Acre | | | | \$ 35,222 |
| 40.08 40.08.145a | Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | FA | | ¢ 2.577.704 | 1.00 | \$ 42,834 |
| | Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment | EA EA | | \$ 3,577,704 \$ 3,080,539 | 1.00 | \$ 3,577 |
| | | EA | | \$ 972,574 | | \$ |
| 40.08.146a 40.08.147a | Roadway Undercrossing HSR - Private Road on H Alignment | | I | | 1 | \$ |
| 40.08.146a | Roadway Undercrossing HSR - Private Road on H Alignment Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks | EA | \$ 3,968,660 | \$ 4,045,219 | | Ş |
| 40.08.146a 40.08.147a | | EA EA | \$ 3,968,660 \$ 4,632,802 | \$ 4,045,219 | | \$ |
| 40.08.146a 40.08.147a 40.08.322 40.08.324 40.08.326 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 6 lane retained fill roadway over 2 tracks | EA EA | | \$ 4,722,173 \$ 5,449,567 | | \$ \$ |
| 40.08.146a 40.08.147a 40.08.322 40.08.324 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | EA | \$ 4,632,802 | \$ 4,722,173 | | \$ |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | | UNIT PRICE (3rd Quarter | | NIT PRICE | FNO-BFD Subsection: C1 | | |
|-----------------------|---|------------|----|----------------------------|----|------------|------------------------------|----|------------|
| LLLIVILIVI | | | | 2009) | | 2010) | QTY | | COST |
| | Pedstrain Overcrossing | EA | | | \$ | 2,100,000 | | \$ | - |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | | \$ | - |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | | \$ | - |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | \$ | - |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | \$ | - |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | \$ | - |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | \$ | - |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ | 5,362,896 | 4.00 | \$ | 21,451,584 |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | \$ | - |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ | 723,886 | 1.00 | \$ | 723,886 |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | | | \$ | 5,805,298 | 1.00 | \$ | 5,805,298 |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | | \$ | - |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | \$ | 4,089,716 | | \$ | - |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | _ | \$ | 15,000,000 | | Ś | _ |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | _ | Ś | 25,987,089 | | Ś | _ |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | \$ | 5,615,692 | | Ś | _ |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | EA | \$ | 5,341,703 | \$ | 5,444,750 | | Ś | - |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | \$ | 6,516,967 | \$ | 6,642,686 | | \$ | - |
| 40.08.144 | Roadway Undercrossing HSR - 4 lane roadway under 4 tracks | | \$ | | \$ | | | \$ | - |
| 40.08.510 | | EA | | 7,129,564 | | 7,267,100 | F02 C22 00 | | 40 222 004 |
| 40.08.510 | Roadway Modification, New AC Paving | SF | \$ | 17 | \$ | 18 | 582,633.00 | \$ | 10,323,894 |
| | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | SF | \$ | 21 | \$ | 21 | | \$ | - |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | Route Mile | \$ | 549,929 | \$ | 560,538 | 1.24 | \$ | 694,303 |
| 40.08.540 | Access Road Entrance Point | EA | \$ | 31,937 | \$ | 32,553 | 3.00 | \$ | 97,658 |
| 40.08.550 | Streetscaping Allowance | ESF | \$ | 343 | \$ | 350 | | \$ | - |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert | EA | \$ | - | \$ | 20,000 | 8.00 | \$ | 160,000 |
| 40.08.999 | Maintenance Of Traffic | LS | | | | | | \$ | - |
| 50.01 | Wayside signaling equipment | | | | | | | \$ | 24,371,291 |
| 50.01.010 | Train Controls (ATC) | Route Mile | \$ | 1,128,300 | \$ | 1,150,066 | 19.34 | \$ | 22,242,277 |
| 50.01.011 | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | | \$ | - |
| 50.01.020 | Wayside Protection System | Route Mile | \$ | 108,000 | \$ | 110,083 | 19.34 | \$ | 2,129,014 |
| 50.01.021 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 162,000 | \$ | 165,125 | | \$ | - |
| 50.01.030 | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | \$ | - |
| 50.05 | Communications | | | | | | | \$ | 3,784,913 |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | 19.34 | \$ | 3,784,913 |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | | \$ | - |
| 60.02 | Traction power supply: Substations | | | | | | | \$ | 49,407,389 |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | \$ | 2,471,835 | 19.34 | \$ | 47,805,283 |
| 60.02.102 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | \$ | 12,103,061 | | \$ | - |
| 60.02.101 | Traction Power Supply- 4 Tracks | Route Mile | \$ | 3,881,250 | \$ | 3,956,123 | | \$ | - |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | 1.00 | \$ | 786,815 |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | 1.00 | \$ | 297,723 |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | \$ | 258,784 | 2.00 | \$ | 517,567 |
| 60.03 | Traction power distribution: Catenary and third rail | | | | | | | \$ | 41,768,091 |
| 60.03.100 | Traction Power Distribution | Route Mile | \$ | 2,118,800 | \$ | 2,159,674 | 19.34 | \$ | 41,768,091 |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | | \$ | - |
| 60.03.100 | Traction Power Distribution- 4 Tracks | Route Mile | Ś | 3,178,200 | Ś | 3,239,511 | | Ś | |

| UNIT PRICE | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD obsection: C2 |
|--------------------------|---|--------------------------|----------------------------------|----------------------------------|------|-------------------------------|
| | | | 2009) | 2010) | QTY | соѕт |
| 10.01 | Track structure: Viaduct | | | | | \$ 160,165,159 |
| 10.01.122 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | \$ 36,624,377 | | \$ - |
| 10.01.123 10.01.124 | Elevated Structure - 1 Track (30' Avg. Pier Ht) Elevated Structure - 1 Track (40' Avg. Pier Ht) | Route Mile Route Mile | \$ 45,285,042 \$ 46,232,612 | \$ 46,158,636 \$ 47,124,486 | | \$ - \$ - |
| 10.01.125 | Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 47,180,084 | \$ 48,090,235 | | \$ - |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 64,502,791 | \$ 65,747,114 | | \$ - |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 66,081,681 | \$ 67,356,463 | | \$ - |
| 10.01.222 | Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | 2.00 | \$ 88,283,330 |
| 10.01.223 | Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 52,578,482 | \$ 53,592,774 | 0.59 | \$ 31,668,457 |
| 10.01.224 10.01.225 | Elevated Structure - 2 Track (40' Avg. Pier Ht) Elevated Structure - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 53,525,409 \$ 54,473,243 | \$ 54,557,967 | 0.32 | \$ 17,359,353 \$ - |
| 10.01.226 | Elevated Structure - 2 Track (60' Avg. Pier Ht) | Route Mile Route Mile | \$ 54,473,243 \$ 71,796,207 | \$ 55,524,087 \$ 73,181,228 | | \$ - |
| 10.01.227 | Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 73,374,892 | \$ 74,790,367 | | s - |
| 10.01.242 | Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 82,812,928 | \$ 84,410,473 | | \$ - |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 101,501,272 | \$ 103,459,333 | | \$ - |
| 10.01.244 | Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 103,395,885 | \$ 105,390,496 | | \$ - |
| 10.01.245 | Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile | \$ 105,253,245 | \$ 107,283,686 | | \$ - |
| 10.01.246 10.01.247 | Elevated Structure - 4 Track (60' Avg. Pier Ht) Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile | \$ 141,642,485 \$ 144,884,105 | \$ 144,374,910 | | \$ - \$ - |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) | Route Mile Route Mile | \$ 144,884,105 \$ 39,541,927 | \$ 147,679,065 \$ 40,304,730 | | \$ - |
| 10.01.323 | Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile | | \$ 50,824,519 | | \$ - |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 50,914,824 | \$ 51,897,022 | | \$ - |
| 10.01.325 | Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 51,967,437 | \$ 52,969,941 | | \$ - |
| 10.01.326 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 62,798,549 | \$ 64,009,996 | | \$ - |
| 10.01.327 | Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 64,181,981 | \$ 65,420,116 | | \$ - |
| 10.01.422 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 47,694,536 | \$ 48,614,611 | | \$ - |
| 10.01.423 | Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 58,014,969 | \$ 59,134,136 | | \$ - |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 59,067,487 | \$ 60,206,958 | | \$ - |
| 10.01.425 10.01.426 | Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 60,120,295 \$ 70,951,046 | \$ 61,280,076 | | \$ - \$ - |
| 10.01.427 | Elevated Structure (LS) - 2 Track (00 Avg. Pier Ht) | Route Mile Route Mile | \$ 70,951,046 \$ 72,334,586 | \$ 72,319,762 \$ 73,729,993 | | \$ - |
| 10.01.431 | Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | Route Mile | \$ 235,649,714 | \$ 240,195,634 | | š - |
| 10.01.432 | Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) | Route Mile | \$ 239,350,822 | \$ 243,968,140 | | \$ - |
| 10.01.512 | Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 70,118,523 | \$ 71,471,180 | | \$ - |
| 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 74,724,468 | \$ 76,165,978 | | \$ - |
| 10.01.514 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 76,108,232 | \$ 77,576,437 | | \$ - |
| 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 77,528,913 | \$ 79,024,523 | | \$ - |
| 10.01.516 10.01.522 | Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | | \$ 80,499,641 | | \$ - |
| 10.01.522 | Elevated Structure Straddle over 2 RR - 2 Track (20 Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) | Route Mile Route Mile | \$ 77,411,338 \$ 82,017,601 | \$ 78,904,680 \$ 83,599,803 | 0.07 | \$ - \$ 5,851,986 |
| 10.01.524 | Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 83,401,267 | \$ 83,599,803 \$ 85,010,162 | 0.20 | \$ 5,851,986 \$ 17,002,032 |
| 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 84,822,267 | \$ 86,458,574 | 0.20 | \$ - |
| 10.01.526 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 86,267,477 | \$ 87,931,664 | | \$ - |
| 10.01.612 | Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 111,218,191 | \$ 113,363,701 | | \$ - |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 116,892,249 | \$ 119,147,218 | | \$ - |
| 10.01.614 | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | | \$ 121,721,915 | | \$ - |
| 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | | \$ 124,258,848 | | \$ - |
| 10.01.622 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 118,511,296 | | | \$ - |
| 10.01.624 | Elevated Structure Straddle over 4 RR - 2 Track (30 Avg. Pier Ht) | Route Mile Route Mile | \$ 124,185,450 \$ 126,711,251 | \$ 126,581,112 \$ 129,155,638 | | \$ - \$ - |
| 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | . , , | \$ 131,692,544 | | \$ - |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 131,726,304 | \$ 134,267,437 | | s - |
| 10.01.700 | Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 126,282,645 | \$ 128,718,764 | | \$ - |
| 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 131,933,691 | \$ 134,478,825 | | \$ - |
| 10.01.702 | Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 134,449,679 | \$ 137,043,348 | | \$ - |
| 10.01.944 | Elevated Structure - 2 Track w/ 2 Single Trenches | Route Mile | \$ - | \$ - | | \$ - |
| 10.01.950 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 44,000,000 | \$ 44,848,804 | | 5 - |
| 10.01.951 10.01.960 | PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks Stream Crossings HST Structure Box Culverts | Route Mile | \$ 58,000,000 \$ 20,000 | \$ 59,118,878 \$ 20,386 | | \$ - \$ - |
| 10.01.999 | Maintenance Of Traffic | EA LS | 20,000 | عب کار _ا کار | | \$ - |
| 10.02 | Track structure: Major/Movable bridge | L. | \$ - | | | \$ 2,088,448 |
| 10.02.013 | Bridge Structure - 3 span with 1 Track | Route Mile | \$ 47,326,516 | \$ 48,239,492 | | \$ - |
| 10.02.023 | Bridge Structure - 3 span with 2 Track | Route Mile | \$ 66,899,099 | \$ 68,189,650 | 0.02 | \$ 1,363,793 |
| 10.02.043 | Bridge Structure - 3 span with 4 Track | Route Mile | \$ 100,045,360 | \$ 101,975,335 | | \$ - |
| 10.02.044a | Bridge Structure - 2 Track Steel Truss Bridges | Route Mile | \$ - | \$ 12,077,578 | 0.06 | \$ 724,655 |
| 10.02.045a | Bridge Structure - SJVR Spur - Trench Cover | EA | \$ - | \$ 1,564,672 | | \$ - |
| 10.02.046a 10.02.047a | Bridge Structure - SJVR Spur - Rail Bridge Bridge Structure - Dry Creek Canal Water bridge | EA EA | \$ - \$ - | \$ 1,289,565 \$ 3,283,677 | | \$ - \$ - |
| 10.02.999 | Maintenance Of Traffic | LS | _ | y 3,263,0// | | \$ - |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) | | \$ - | | | \$ 39,453,935 |
| 10.05.111 | At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) | Route Mile | | \$ 1,956,206 | | \$ - |
| 10.05.112 | At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,040,609 | \$ 3,099,266 | | \$ - |
| 10.05.113 | At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) | Route Mile | \$ 4,437,362 | \$ 4,522,964 | | \$ - |
| 10.05.114 | At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 6,095,891 | \$ 6,213,487 | | \$ - |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 2,527,904 | \$ 2,576,670 | | \$ - |
| 10.05.122 | At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,873,994 | \$ 3,948,727 | | \$ - |
| 10.05.123 | At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | \$ 5,488,286 | \$ 5,594,161 | | \$ - |
| 10.05.124 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 7,375,140 \$ 17,706,798 | \$ 7,517,413 \$ 18,048,380 | | \$ - \$ - |
| 10.05.126 | At-Grade Track-bed in Cut - 2 Track (40° Avg. Exc Debth) | | | | | |
| 10.05.126 10.05.128 | At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile Route Mile | \$ 32,673,082 | \$ 33,303,379 | | \$ - |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: C2 |
|------------------------|--|--------------------------|----------------------------------|----------------------------------|---------------|-------------------------------|
| ELEMENT | | | 2009) | 2010) | QTY | COST |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ 77,047,580 | \$ 78,533,905 | | \$ - |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | \$ 3,555,979 | \$ 3,624,578 | | \$ - |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ 5,002,163 | | | \$ |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,255,789 | \$ 1,280,015 | | \$ |
| 10.05.212 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,824,123 | \$ 1,859,312 | | \$. |
| 10.05.213 10.05.214 | At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile | \$ 2,574,079 | \$ 2,623,735 | | \$ |
| 10.05.214 | At-Grade Track-bed in Fill - 1 Track (20 Avg. Fill Ht) At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,508,477 | \$ 3,576,159 | 0.66 | \$ 4.242.024 |
| 10.05.222 | At-Grade Track-bed in Fill - 2 Track (10' Avg. Fill Ht) | Route Mile Route Mile | \$ 1,804,472 \$ 2,514,964 | \$ 1,839,282 \$ 2,563,480 | 0.66 13.53 | \$ 1,213,926 \$ 34,683,885 |
| 10.05.223 | At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile | \$ 2,514,964 \$ 3,420,413 | | 1.02 | \$ 3,556,12 |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ 4,498,944 | \$ 4,585,733 | 1.02 | \$ 3,330,12 |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ 10,874,062 | \$ 11,083,833 | | \$ |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ 20,392,304 | | | Ś |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ 33,180,092 | \$ 33,820,169 | | \$ |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ 48,985,268 | \$ 49,930,243 | | \$ |
| 10.05.241 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ 2,473,684 | \$ 2,521,404 | | \$ |
| 10.05.261 | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,162,050 | \$ 3,223,050 | | \$ |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ 5,441,105 | \$ 5,546,070 | | \$ |
| 10.05.999 | Maintenance Of Traffic | LS | | | | \$ |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | | | | | \$ |
| 10.06.210 | At-Grade Track-bed with Closed Drainage - 1 Track | Route Mile | \$ 1,366,385 | | | \$ |
| 10.06.220 | At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | \$ 2,168,933 | | | \$ |
| 10.06.230 10.06.240 | At-Grade Track-bed with Closed Drainage - 3 Track At-Grade Track-bed with Closed Drainage - 4 Track | Route Mile | \$ 2,660,843 | | | \$ |
| 10.06.240 | At-Grade Track-bed with Closed Drainage - 4 Track Maintenance Of Traffic | Route Mile | \$ 3,039,420 | \$ 3,098,053 | | \$ |
| 10.07 | Track structure: Tunnel | LS | | | | \$ |
| 10.07.101 | TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ 121,440,000 | \$ 123,782,700 | | \$ |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ 179,520,000 | | | \$ |
| 10.07.103 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ 158,400,000 | | | Ś |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | | \$ 306,765,821 | | Ś |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | \$ 227,040,000 | \$ 231,419,830 | | \$ |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ 205,920,000 | \$ 209,892,404 | | \$ |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ 464,640,000 | \$ 473,603,373 | | \$ |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | \$ 147,840,000 | \$ 150,691,982 | | \$ |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ 364,320,000 | \$ 371,348,099 | | \$ |
| 10.07.205 | D&B Double Track Tunnel 50ft ID in hard rock (competent) | Route Mile | \$ 232,320,000 | \$ 236,801,686 | | \$ |
| 10.07.206 | D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile | \$ 485,760,000 | \$ 495,130,799 | | \$ |
| 10.07.301 | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile | \$ 374,880,000 | \$ 382,111,812 | | \$ |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ 454,080,000 | \$ 462,839,659 | | \$ |
| 10.07.303 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | | \$ 274,474,682 | | \$ |
| 10.07.304 10.07.305 | SEM Double Track Tunnel 40ft ID in soft ground (poor) SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | \$ 306,240,000 \$ 396,000,000 | \$ 312,147,677 | | \$ \$ |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (poor) | Route Mile Route Mile | \$ 448,800,000 | \$ 403,639,238 \$ 457,457,803 | | \$ |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile | \$ 237,600,000 | \$ 242,183,543 | | \$ |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ 274,560,000 | | | \$ |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ 179,520,000 | | | Ś |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ 248,160,000 | | | Ś |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) | Route Mile | \$ 290,400,000 | \$ 296,002,108 | | \$ |
| 10.07.406 | RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ 401,280,000 | \$ 409,021,094 | | \$ |
| 10.07.207 | D&B Cross Passage conservative cost in rock | Linear Feet | \$ 28,000 | \$ 28,540 | | \$ |
| 10.07.407 | RH Cross Passage conservative cost in soft rock | Linear Feet | \$ 25,000 | \$ 25,482 | | \$ |
| 10.07.501 | Cross Passage in Soft Ground (competent) | Linear Feet | \$ 33,000 | \$ 33,637 | | \$ |
| 10.07.502 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ 84,000 | \$ 85,620 | | \$ |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 90,688,401 | \$ 92,437,871 | | \$ |
| 10.07.115 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 107,082,440 | \$ 109,148,168 | | \$ |
| 10.07.116 | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 135,385,066 | \$ 137,996,780 | | \$ |
| 10.07.214 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 141,194,360 | \$ 143,918,141 | | \$ |
| 10.07.215 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 163,855,983 | \$ 167,016,929 | | \$ |
| 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) Cut & Cover Box - 2 Track / 2 Box (40' Avg. Exc Depth) | Route Mile Route Mile | \$ 202,718,337 \$ 189,027,415 | \$ 206,628,977 \$ 192,673,943 | | \$ \$ |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile | \$ 189,027,415 \$ 221,996,334 | \$ 192,673,943 | | \$ |
| 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | \$ 221,996,334 | \$ 226,278,866 | | \$ |
| 10.07.414 | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 206,677,660 | \$ 210,664,680 | | \$ |
| 10.07.415 | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 237,737,305 | \$ 242,323,497 | | \$ |
| 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 291,302,754 | \$ 296,922,277 | | \$ |
| 10.07.526a | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile | \$ - | \$ 434,924,098 | | \$ |
| 10.07.801 | Ventilation Shaft | VF | \$ 13,627 | \$ 13,890 | | \$ |
| 10.07.802 | Mid-Line Ventilation Structure | LS | \$ 8,742,980 | \$ 8,911,641 | | \$ |
| 10.07.803 | Tunnel Portal Structure | LS | \$ 8,089,108 | \$ 8,245,155 | | \$ |
| 10.07.805 | Emergency Access Shaft | VF | \$ 22,520 | \$ 22,954 | | \$ |
| 10.07.850 | Pumping Station | EA | \$ 212,310 | \$ 216,405 | | \$ |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) | Route Mile | | \$ 7,496,882 | | \$ |
| 10.07.902 | Mechanical & Electrical Allowance for Underground (Double) | Route Mile | \$ 14,710,177 | | | \$ |
| 10.07.920 | Ventilation Equipment Allowance Double Deck - 2 Track Trench on Top of 2 Track C&C Box | EA Doute Mile | | \$ 2,253,759 | | \$ |
| 10.07.922 10.07.950 | Allowance for Construction Monitoring | Route Mile | \$ 210,906,243 | \$ 214,974,836 | | \$ |
| | - | Route Mile | \$ 145,939 | \$ 148,754 | | \$ \$ 32,923,80 |
| 10.08 10.08.211 | Track structure: Retaining walls and systems Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 25,829,576 | \$ 26,327,855 | | \$ 32,923,80 |
| 10.08.212 | Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 67,586,123 | | | \$ |
| 10.08.213 | Retained Cut, Trench - 1 Track (30' Avg. Exc Depth) | Route Mile | \$ 127,460,002 | | | \$ |
| | | | | . 120,010,000 | 1 | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: C2 |
|------------------------|---|--------------------------|----------------------------------|----------------------------------|-------|---------------------------|
| LLLIVILIVI | | | 2009) | 2010) | QTY | cost |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,868 | \$ 93,174,275 | | \$ - |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | \$ 163,304,293 | | | \$ - |
| 10.08.224 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | | \$ 297,368,910 | | \$ - |
| 10.08.241 10.08.242 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | Route Mile | \$ 47,685,463 | | | \$ - |
| 10.08.242 | Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) | Route Mile | \$ 111,376,696 \$ 192,038,567 | \$ 113,525,265 \$ 195,743,184 | | \$ - \$ - |
| 10.08.344 | Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile Route Mile | \$ 295,374,114 | \$ 301,072,178 | | \$ - \$ - |
| 10.08.346 | Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile | . , , | \$ 363,230,988 | | \$ - |
| 10.08.411 | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 8,667,052 | \$ 8,834,248 | | \$ - |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 24,952,856 | \$ 25,434,222 | | \$ - |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 43,794,002 | \$ 44,638,832 | | \$ - |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | | \$ 9,515,280 | | \$ - |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,915,008 | \$ 26,414,935 | 0.69 | \$ 18,226,305 |
| 10.08.423 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile | | \$ 45,929,698 | 0.32 | \$ 14,697,504 |
| 10.08.432 10.08.441 | Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) Retained Fill, Walls Both Sides - 4 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 25,723,268 | | | \$ - |
| 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (10 Avg. Wall Ht) Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) | Route Mile Route Mile | \$ 9,573,053 \$ 26,163,983 | \$ 9,757,727 \$ 26,668,712 | | \$ - \$ - |
| 10.08.461 | Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,858,094 | \$ 10,048,266 | | \$ - |
| 10.08.999 | Maintenance Of Traffic | LS | 3,030,034 | ŷ 10,040,200 | | \$ - |
| 10.09 | Track new construction: Conventional ballasted | | \$ - | | | \$ 40,359,605 |
| 10.09.110 | Ballasted Track - 1 Track | Route Mile | \$ 1,820,565 | \$ 1,855,686 | | \$ - |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | \$ 1,221,280 | \$ 1,244,839 | | \$ - |
| 10.09.120 | Ballasted Track - 2 Track | Route Mile | \$ 3,416,549 | \$ 3,482,458 | | \$ - |
| 10.09.122 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile | \$ 2,423,901 | \$ 2,470,660 | 16.22 | \$ 40,074,112 |
| 10.09.240 | Ballasted Track - 2 Track (Station Track) | Route Mile | \$ 7,244,923 | \$ 7,384,685 | | \$ - |
| 10.09.132 10.09.142 | Ballasted Track (Track Laying Machine) - 3 Track Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ 3,580,069 | \$ 3,649,132 | | \$ - \$ - |
| 10.09.162 | Ballasted Track (Track Laying Machine) - 6 Track | Route Mile | \$ 4,521,614 \$ 6,782,421 | \$ 4,608,840 \$ 6,913,261 | | \$ - |
| 10.09.810 | Ballasted Freight Track - 1 Track | Route Mile Route Mile | \$ 1,554,241 | \$ 6,913,261 \$ 1,584,224 | | \$ - |
| 10.09.820 | Ballasted Freight Track - 2 Track | Route Mile | \$ 3,089,739 | \$ 3,149,343 | | \$ - \$ - |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile | \$ 4,645,413 | \$ 4,735,027 | | \$ - |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile | \$ 91,367 | \$ 93,129 | | \$ - |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ 162,843 | \$ 165,985 | 1.72 | \$ 285,493 |
| 10.09.922 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile | \$ 325,778 | \$ 332,063 | | \$ - |
| 10.09.923 | Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ 488,667 | \$ 498,094 | | \$ - |
| 10.09.924 | Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ 651,556 | \$ 664,125 | | \$ - |
| 10.10 10.10.110 | Track new construction: Non-ballasted Direct Fixation Track - 1 Track | Route Mile | \$ - \$ 1,812,497 | \$ 1,847,462 | | \$ 12,043,605 \$ - |
| 10.10.120 | Direct Fixation Track - 2 Track | Route Mile | \$ 3,624,438 | | 3.26 | \$ 12,043,605 |
| 10.10.140 | Direct Fixation Track - 4 Track | Route Mile | \$ 7,293,868 | \$ 7,434,574 | | \$ - |
| 10.10.210 | Independent Dual Block Track - 1 Track | Route Mile | \$ 3,338,726 | \$ 3,403,134 | | \$ - |
| 10.10.220 | Independent Dual Block Track - 2 Track | Route Mile | \$ 6,676,744 | \$ 6,805,545 | | \$ - |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile | \$ 13,353,468 | \$ 13,611,070 | | \$ - |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | | \$ - | | | \$ - |
| 10.14.100 | Direct Fixation Turnout (60 MPH) | EA | \$ 477,018 | \$ 486,221 | | \$ - |
| 10.14.105 10.14.110 | Direct Fixation Turnout (80 MPH) Direct Fixation Turnout (110 MPH) | EA EA | \$ 630,650 \$ 887,327 | | | \$ - \$ - |
| 10.14.115 | Direct Fixation Turnout (150 MPH) | EA | \$ 1,220,877 | | | \$ - \$ - |
| 10.14.130 | Direct Fixation Crossover (60 MPH) | EA | \$ 879,265 | | | \$ - |
| 10.14.135 | Direct Fixation Crossover (80 MPH) | EA | \$ 1,188,515 | | | \$ - |
| 10.14.140 | Direct Fixation Crossover (110 MPH) | EA | \$ 1,647,309 | \$ 1,679,087 | | \$ - |
| 10.14.145 | Direct Fixation Crossover (150 MPH) | EA | \$ 2,254,990 | \$ 2,298,491 | | \$ - |
| 10.14.199 | Ballasted Turnout (25 MPH) | EA | \$ 130,500 | \$ 133,017 | | \$ - |
| 10.14.200 | Ballasted Turnout (60 MPH) | EA | \$ 396,172 | \$ 403,814 | | \$ - |
| 10.14.205 10.14.210 | Ballasted Turnout (80 MPH) Ballasted Turnout (110 MPH) | EA | \$ 533,623 \$ 739,770 | | | \$ - \$ - |
| 10.14.215 | Ballasted Turnout (170 MPH) | EA EA | \$ 739,770 \$ 1,012,686 | \$ 754,041 \$ 1,032,221 | | \$ - |
| 10.14.300 | Ballasted Crossover (60 MPH) | EA | \$ 731,709 | | | \$ - |
| 10.14.305 | Ballasted Crossover (80 MPH) | EA | \$ 986,399 | | | \$ - |
| 10.14.310 | Ballasted Crossover (110 MPH) | EA | \$ 1,372,407 | \$ 1,398,882 | | \$ - |
| 10.14.315 | Ballasted Crossover (150 MPH) | EA | \$ 1,877,814 | \$ 1,914,039 | | \$ - |
| 10.14.400 | Terminal - Bumping Post | EA | \$ 27,763 | \$ 28,299 | | \$ - |
| 20.01 | Station buildings: Intercity passenger rail only | | | | | \$ - |
| 20.01.100 20.01.105 | Anaheim Station Millbrae Station | LS | \$ 94,508,725 | | | \$ - |
| 20.01.105 | Millbrae Station - Site Elements | LS LS | \$ 24,939,819 \$ 24,939,819 | | | \$ - \$ - |
| 20.01.110 | LA Union Station | LS | \$ 24,939,819 | \$ 25,420,933 | | \$ - |
| 20.02.200 | Redwood/Palo Alto Station | LS | \$ 51,451,014 | | | \$ - |
| 20.02.201 | Redwood/Palo Alto Station - Site Elements | LS | \$ 6,667,755 | | | \$ - |
| 20.02.205 | Norwalk Station | LS | \$ 46,561,775 | | | \$ - |
| 20.02.206 | Norwalk Station - Site Elements | LS | \$ 18,939,701 | \$ 19,305,067 | | \$ - |
| 20.02.210 | Tulare Station | LS | \$ 55,108,000 | | | \$ - |
| 20.02.211 | Tulare Station - Site Elements | LS | | \$ 19,544,656 | | \$ - |
| 20.02.215 | Gilroy Station | LS | \$ 68,723,791 | | | \$ - |
| 20.02.216 20.02.220 | Gilroy Station - Site Elements Burbank Station | LS | \$ 9,586,063 | | | \$ - |
| 20.02.220 | Burbank Station - Site Elements | LS LS | \$ 61,155,850 \$ 13,393,012 | | | \$ - \$ - |
| | | LS | \$ 13,393,012 | | | \$ - |
| 20.02.225 | San Jose Station | | | ¥ 11,313,034 | | |
| 20.02.225 20.02.226 | San Jose Station San Jose Station-Site Elements | | | | | |
| | | LS LS | \$ 11,447,016 \$ 65,035,950 | \$ 11,667,841 | | \$ - \$ - |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | (3r | IIT PRICE d Quarter | UNIT PRICE (3rd Quarter | | FNO-B subsect C2 | tion: |
|---|--|--------------------------|----------|--------------------------|--|-----------|------------------------|------------------------|
| ELLINEIVI | | | | 2009) | 2010) | QTY | | cost |
| 20.02.235 | Fresno Station | LS | \$ | 65,863,950 | | | \$ | |
| 20.02.236 20.02.240 | Fresno Station - Site Elements Bakersfield Station | LS | \$ | 9,639,938 | | | \$ | |
| 20.02.240 | Bakersfield Station - Site Elements | LS LS | \$ \$ | 67,643,575 12,084,938 | | | \$ | |
| 20.02.245 | Palmdale Station | LS | \$ | 68,151,875 | | | Ś | |
| 20.02.246 | Palmdale Station - Site Elements | LS | \$ | 16,760,249 | \$ 17,083,571 | | \$ | |
| 20.02.250 | Sylmar Station | LS | \$ | 68,151,875 | \$ 69,466,593 | | \$ | |
| 20.02.251 | Sylmar Station - Site Elements | LS | \$ | 20,560,115 | | | \$ | |
| 20.02.300 20.06 | At-Grade Station Pedestrian / bike access and accommodation, landscaping, parking lots | LS | \$ | | \$ 68,000,000 | | \$ | |
| 20.06.120 | Pedestrian Access (Cut & Cover) | LF | \$ | 18,340 | \$ 18,694 | | \$ | |
| 20.06.140 | Pedestrian Plaza | SF | \$ | 33 | | | \$ | |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | \$ | 287,837 | \$ 293,389 | | \$ | |
| 20.06.210 | Parking - At Grade | STL | \$ | 3,330 | \$ 3,394 | | \$ | |
| 20.06.250 20.06.800 | Parking - Structured (Above Grade) Landscaping Allowance | STL SF | \$ | 21,812 | \$ 22,233 | | \$ | |
| 20.06.810 | Landscaping Allowance Landscaping Allowance, Guideway | Route Mile | \$ | 3 175,476 | \$ 3 \$ 178,861 | | \$ | |
| 20.07 | Automobile, bus, van accessways including roads | Noute Wille | Ť | 175,470 | 7 170,001 | | Ť | |
| 30.02 | Light maintenance facility | | | | | | \$ | |
| 30.02.010 | Light Maintenance Facility (LMF) | EA | \$ | 105,006,028 | \$ 107,031,700 | | \$ | |
| 30.03 | Heavy maintenance facility Heavy Maintenance Facility (HMF) | | | 222 522 5= | A 227.5 | | \$ | |
| 30.03.010 30.04 | Storage or maintenance-of-way building/bases | EA | \$ | 223,630,679 | \$ 227,944,740 | | \$ | |
| 30.04.010 | Maintenance of Way Facility (MOWF) | EA | \$ | 11,711,592 | \$ 11,937,521 | | \$ | |
| 30.05 | Yard and yard track | | | , , | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | \$ | |
| 30.05.110 | Ballasted Track - Yard Track | Route Mile | \$ | 1,686,767 | \$ 1,719,306 | | \$ | |
| 30.05.200 | Ballasted Turnout, No. 15 | EA | \$ | 404,233 | \$ 412,031 | | \$ | |
| 30.05.210 30.05.250 | Ballasted Diamond Crossover, No. 15 Heavy Duty Rubber Grade Crossing | EA TF | \$ | 574,336 | | | \$ | |
| 40.01 | Demolition, clearing, site preparation | I F | \$ | 1,283 | \$ 1,308 | | \$ | 1,629,42 |
| 40.01.010 | Demolition Allowance, Bridge | SF | \$ | 26 | \$ 27 | | \$ | 1,023,42 |
| 40.01.050 | Demolition Allowance, Building (1 Story) | SF | \$ | 14 | \$ 14 | | \$ | |
| 40.01.060 | Demolition Allowance, Building (2 Story) | SF | \$ | 27 | \$ 28 | | \$ | |
| 40.01.110 | Demolition Allowance, Asphalt Pavement | SY | \$ | 56 | \$ 57 | | \$ | 1,629,42 |
| 40.01.140 40.01.150 | Demolition Allowance, Concrete Curb Demolition Allowance, Concrete Sidewalk | LF SY | \$ \$ | 13 | \$ 13 | | \$ | |
| 40.01.810 | Demolition Allowance, Concrete Stewark Demolition Allowance, Remove Railroad Track | Route Mile | \$ | 41 169,459 | \$ 42 \$ 172,728 | | \$ | |
| 40.01.900 | Miscellanous Excavation & Support Items | LS | \$ | 2,224 | \$ 2,267 | | \$ | |
| 40.01.999 | Maintenance Of Traffic | LS | | | | | \$ | |
| 40.02 | Site utilities, utility relocation | | 4 | | | | \$ | 4,519,97 |
| 40.02.001 40.02.002 | Utility Relocation Allowance, Level 1 Utility Relocation Allowance, Level 2 | Route Mile | \$ | 1,099,949 | | | \$ | |
| 40.02.003 | Utility Relocation Allowance, Level 3 | Route Mile Route Mile | \$ | 1,978,427 3,267,072 | | | \$ | |
| 40.02.004 | Utility Relocation Allowance, Level 4 | Route Mile | \$ | 3,906,355 | \$ 3,981,713 | | \$ | |
| 40.02.005 | Utility Relocation Allowance, Level 5 | Route Mile | \$ | 4,927,149 | \$ 5,022,198 | 0.90 | \$ | 4,519,97 |
| 40.02.060 | Major Utility Relocation, Aerial Transmission Line | EA | \$ | 8,600,000 | | | \$ | |
| 40.02.050 | Site Utility Allowance | Route Mile | \$ | 1,660,257 | \$ 1,692,285 | | \$ | 750.04 |
| 40.03 40.03.100 | Hazardous material, contaminated soil removal/mitigation, ground water treatm Hazardous Material Removal Allowance, Light | Route Mile | \$ | 188,246 | \$ 191,877 | | \$ | 750,81 |
| 40.03.105 | Hazardous Material Removal Allowance, Medium | Route Mile | \$ | 370,152 | \$ 377,293 | 1.99 | \$ | 750,81 |
| 40.03.110 | Hazardous Material Removal Allowance, Heavy | Route Mile | \$ | 555,734 | | | \$ | |
| 40.03.150 | Removal of Contaminated Soil | CF | \$ | 13 | \$ 14 | | \$ | |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | D 4 1411 | \$ | - | 3% | | \$ | 10,963,54 |
| 40.04.100 40.04.105 | Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium | Route Mile Route Mile | \$ | 583,755 1,634,403 | \$ 595,016 \$ 1,665,932 | 1.99 | \$ | 3,315,20 |
| 40.04.110 | Environmental Mitigation Allowance, Heavy | Route Mile | \$ | 2,743,574 | \$ 2,796,500 | 1.55 | \$ | 3,313,20 |
| 40.05 | Site structures including retaining walls, sound walls | | \$ | - | , , , , , , , | | \$ | 17,381,12 |
| 40.05.012 | Retaining Wall - 1 Wall (12' Avg. Height) | LF | \$ | 3,029 | \$ 3,088 | | \$ | |
| 40.05.020 | Retaining Wall - 1 Wall (20' Avg. Height) | LF | \$ | 3,944 | \$ 4,020 | | \$ | |
| 40.05.030 40.05.111 | Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | LF LF | \$ | 5,392 804 | \$ 5,496 \$ 820 | | \$ | |
| 40.05.111 | Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | LF LF | \$ | 1,551 | \$ 1,581 | | \$ | |
| 40.05.120 | Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | LF | \$ | 1,308 | \$ 1,334 | | \$ | |
| 40.05.211 | Sound Wall - 1 Wall (8' Avg. Height) | LF | \$ | 205 | \$ 209 | | \$ | |
| 40.05.212 | Sound Wall - 1 Wall (16' Avg. Height) | LF | \$ | - | \$ 400 | 38,900.00 | \$ | 15,560,00 |
| 40.05.310 40.05.400 | Intrusion Protection Berm Canal Realignments (10' X 8' Trench) | LF LF | \$ | 136 | \$ 139 \$ 813 | | \$ \$ | 1 024 42 |
| 40.05.401 | Canal Realignments (65' X 10' Trench) | LF LF | \$ | - | \$ 813 \$ 3,251 | 2,240.00 | \$ | 1,821,12 |
| 40.05.999 | Maintenance Of Traffic | LS | , | - | 5,231 | | \$ | |
| | Temporary facilities and other indirect costs during construction Purchase or lease of real estate | Acre | | | 4% | | \$ | 14,618,05 38,728,27 |
| 40.06 40.07 | | | | | 6 25777 | 4.00 | \$ | 54,135,57 |
| 40.07 40.08 | Highway/pedestrian overpass/grade separations | | 1 | | \$ 3,577,704 | 1.00 | \$ | 3,577,7 |
| 40.07 40.08 40.08.145a | Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | EA FA | | | \$ 3 080 520 | | | |
| 40.07 40.08 | | EA EA EA | | | \$ 3,080,539 \$ 972,574 | | \$ \$ | |
| 40.07 40.08 40.08.145a 40.08.146a | Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment | EA | \$ | 3,968,660 | | | | |
| 40.07 40.08 40.08.145a 40.08.146a 40.08.147a 40.08.322 40.08.324 | Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | EA EA | \$ | 4,632,802 | \$ 972,574 \$ 4,045,219 \$ 4,722,173 | | \$ \$ \$ | |
| 40.07 40.08 40.08.145a 40.08.146a 40.08.147a 40.08.322 40.08.324 40.08.326 | Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 6 lane retained fill roadway over 2 tracks | EA EA EA EA | | | \$ 972,574 \$ 4,045,219 \$ 4,722,173 \$ 5,449,567 | | \$ \$ \$ \$ | |
| 40.07 40.08 40.08.145a 40.08.146a 40.08.147a 40.08.322 40.08.324 | Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | EA EA EA | \$ | 4,632,802 | \$ 972,574 \$ 4,045,219 \$ 4,722,173 | | \$ \$ \$ | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | | UNIT PRICE (3rd Quarter | | FNO-BFD Subsection: C2 | | |
|-----------------------|---|------------|----------------------------|------------|----------------------------|------------|------------------------------|----|------------|
| ELEMENT | | | | 2009) | | 2010) | QTY | | COST |
| | Pedstrain Overcrossing | EA | | | \$ | 2,100,000 | | \$ | - |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | | \$ | - |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | | \$ | - |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | \$ | - |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | \$ | - |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | \$ | - |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | \$ | - |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ | 5,362,896 | 5.00 | \$ | 26,814,480 |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | \$ | |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ | 723,886 | | \$ | - |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | 1 | | \$ | 5,805,298 | 1.00 | \$ | 5,805,298 |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | 1.00 | \$ | 7,057,967 |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | Ś | 4,089,716 | | \$ | ,, |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | | \$ | 15,000,000 | | \$ | |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | | Ś | 25,987,089 | | \$ | |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | \$ | 5,615,692 | | Ś | |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | EA | \$ | 5,341,703 | \$ | 5,444,750 | | \$ | - |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | \$ | 6,516,967 | \$ | 6,642,686 | | \$ | - |
| 40.08.144 | Roadway Undercrossing HSR - 4 lane roadway under 4 tracks | | \$ | | \$ | | | \$ | - |
| 40.08.510 | | EA | | 7,129,564 | | 7,267,100 | FC0 44F 00 | | 40.074.000 |
| 40.08.520 | Roadway Modification, New AC Paving | SF | \$ | 17 | \$ | 18 | 568,415.00 | \$ | 10,071,960 |
| | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | SF | \$ | 21 | \$ | 21 | | \$ | |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | Route Mile | \$ | 549,929 | \$ | 560,538 | 0.66 | \$ | 370,507 |
| 40.08.540 | Access Road Entrance Point | EA | \$ | 31,937 | \$ | 32,553 | 3.00 | \$ | 97,658 |
| 40.08.550 | Streetscaping Allowance | ESF | \$ | 343 | \$ | 350 | | \$ | |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert | EA | \$ | - | \$ | 20,000 | 17.00 | \$ | 340,000 |
| 40.08.999 | Maintenance Of Traffic | LS | | | | | | \$ | - |
| 50.01 | Wayside signaling equipment | | | | | | | \$ | 24,560,313 |
| 50.01.010 | Train Controls (ATC) | Route Mile | \$ | 1,128,300 | \$ | 1,150,066 | 19.49 | \$ | 22,414,787 |
| 50.01.011 | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | | \$ | - |
| 50.01.020 | Wayside Protection System | Route Mile | \$ | 108,000 | \$ | 110,083 | 19.49 | \$ | 2,145,526 |
| 50.01.021 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 162,000 | \$ | 165,125 | | \$ | |
| 50.01.030 | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | \$ | - |
| 50.05 | Communications | | | | | | | \$ | 3,814,268 |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | 19.49 | \$ | 3,814,268 |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | | \$ | - |
| 60.02 | Traction power supply: Substations | | | | | | | \$ | 49,778,164 |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | \$ | 2,471,835 | 19.49 | \$ | 48,176,058 |
| 60.02.102 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | \$ | 12,103,061 | | \$ | - |
| 60.02.101 | Traction Power Supply- 4 Tracks | Route Mile | \$ | 3,881,250 | \$ | 3,956,123 | | \$ | - |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | 1.00 | \$ | 786,815 |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | 1.00 | \$ | 297,723 |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | \$ | 258,784 | 2.00 | \$ | 517,567 |
| 60.03 | Traction power distribution: Catenary and third rail | | | | | | | \$ | 42,092,042 |
| 60.03.100 | Traction Power Distribution | Route Mile | \$ | 2,118,800 | \$ | 2,159,674 | 19.49 | \$ | 42,092,042 |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | | \$ | |
| 60.03.100 | Traction Power Distribution- 4 Tracks | Route Mile | Ś | 3,178,200 | Ś | 3,239,511 | | Ś | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: C3 |
|------------------------|---|--------------------------|----------------------------------|----------------------------------|------|---------------------------|
| ELLIVILIAI | | | 2009) | 2010) | QTY | соѕт |
| 10.01 | Track structure: Viaduct | | | | | \$ 129,370,959 |
| 10.01.122 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | | | \$ |
| 10.01.123 10.01.124 | Elevated Structure - 1 Track (30' Avg. Pier Ht) Elevated Structure - 1 Track (40' Avg. Pier Ht) | Route Mile Route Mile | \$ 45,285,042 \$ 46,232,612 | \$ 46,158,636 \$ 47,124,486 | | \$. |
| 10.01.125 | Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 47,180,084 | \$ 48,090,235 | | s . |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 64,502,791 | \$ 65,747,114 | | \$ |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 66,081,681 | \$ 67,356,463 | | \$ |
| 10.01.222 | Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | 1.30 | \$ 57,242,310 |
| 10.01.223 10.01.224 | Elevated Structure - 2 Track (30' Avg. Pier Ht) Elevated Structure - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 52,578,482 | \$ 53,592,774 | 0.91 | \$ 48,720,703 |
| 10.01.225 | Elevated Structure - 2 Track (40 Avg. Pier Ht) Elevated Structure - 2 Track (50' Avg. Pier Ht) | Route Mile Route Mile | \$ 53,525,409 \$ 54,473,243 | \$ 54,557,967 \$ 55,524,087 | | \$. |
| 10.01.226 | Elevated Structure - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 71,796,207 | \$ 73,181,228 | | \$ |
| 10.01.227 | Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 73,374,892 | \$ 74,790,367 | | \$ |
| 10.01.242 | Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 82,812,928 | \$ 84,410,473 | | \$ |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 101,501,272 | \$ 103,459,333 | | \$ |
| 10.01.244 | Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 103,395,885 | \$ 105,390,496 | | \$ |
| 10.01.245 10.01.246 | Elevated Structure - 4 Track (50' Avg. Pier Ht) Elevated Structure - 4 Track (60' Avg. Pier Ht) | Route Mile Route Mile | \$ 105,253,245 \$ 141,642,485 | \$ 107,283,686 \$ 144,374,910 | | \$ |
| 10.01.247 | Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile | \$ 144,884,105 | \$ 147,679,065 | | \$ |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 39,541,927 | \$ 40,304,730 | | \$ |
| 10.01.323 | Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile | | | | \$ |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 50,914,824 | \$ 51,897,022 | | \$ |
| 10.01.325 | Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 51,967,437 | \$ 52,969,941 | | \$ |
| 10.01.326 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 62,798,549 | \$ 64,009,996 | | \$ |
| 10.01.327 10.01.422 | Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile Route Mile | \$ 64,181,981 \$ 47,694,536 | \$ 65,420,116 \$ 48,614,611 | | \$ |
| 10.01.423 | Elevated Structure (LS) - 2 Track (20 Avg. Pier Ht) | Route Mile | \$ 58,014,969 | \$ 48,614,611 \$ 59,134,136 | | \$ |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 59,067,487 | \$ 60,206,958 | | Š |
| 10.01.425 | Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 60,120,295 | \$ 61,280,076 | | \$ |
| 10.01.426 | Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 70,951,046 | \$ 72,319,762 | | \$ |
| 10.01.427 | Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 72,334,586 | \$ 73,729,993 | | \$ |
| 10.01.431 | Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | Route Mile | \$ 235,649,714 | \$ 240,195,634 | | \$ |
| 10.01.432 10.01.512 | Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | Route Mile Route Mile | \$ 239,350,822 \$ 70,118,523 | \$ 243,968,140 \$ 71,471,180 | | \$ |
| 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 74,724,468 | | | \$ |
| 10.01.514 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 76,108,232 | | | \$ |
| 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 77,528,913 | \$ 79,024,523 | | \$ |
| 10.01.516 | Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 78,976,112 | | | \$ |
| 10.01.522 | Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 77,411,338 | | | \$ |
| 10.01.523 10.01.524 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 82,017,601 | \$ 83,599,803 | 0.28 | \$ 23,407,945 |
| 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (40 Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile Route Mile | \$ 83,401,267 \$ 84,822,267 | \$ 85,010,162 \$ 86,458,574 | | \$ |
| 10.01.526 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 86,267,477 | \$ 87,931,664 | | \$ |
| 10.01.612 | Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 111,218,191 | \$ 113,363,701 | | \$ |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 116,892,249 | \$ 119,147,218 | | \$ |
| 10.01.614 | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 119,418,218 | | | \$ |
| 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 121,907,137 | | | \$ |
| 10.01.622 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile Route Mile | \$ 118,511,296 \$ 124,185,450 | | | \$ \$ |
| 10.01.624 | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 126,711,251 | \$ 129,155,638 | | Ś |
| 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 129,200,143 | | | \$ |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 131,726,304 | | | \$ |
| 10.01.700 | Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 126,282,645 | \$ 128,718,764 | | \$ |
| 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 131,933,691 | | | \$ |
| 10.01.702 10.01.944 | Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) Elevated Structure - 2 Track w/ 2 Single Trenches | Route Mile | \$ 134,449,679 | | | \$ \$ |
| 10.01.944 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile Route Mile | \$ - \$ 44,000,000 | \$ - \$ 44,848,804 | | \$ |
| 10.01.951 | PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 58,000,000 | . , , | | \$ |
| 10.01.960 | Stream Crossings HST Structure Box Culverts | EA | \$ 20,000 | | | \$ |
| 10.01.999 | Maintenance Of Traffic | LS | | | | \$ |
| 10.02 | Track structure: Major/Movable bridge | | \$ - | | | \$ 1,449,309 |
| 10.02.013 10.02.023 | Bridge Structure - 3 span with 1 Track Bridge Structure - 3 span with 2 Track | Route Mile | \$ 47,326,516 | | | \$ |
| 10.02.023 | Bridge Structure - 3 span with 2 Track Bridge Structure - 3 span with 4 Track | Route Mile Route Mile | \$ 66,899,099 \$ 100,045,360 | \$ 68,189,650 \$ 101,975,335 | | \$ |
| 10.02.044a | Bridge Structure - 2 Track Steel Truss Bridges | Route Mile | \$ 100,045,360 | \$ 101,975,535 | 0.12 | \$ 1,449,30 |
| 10.02.045a | Bridge Structure - SJVR Spur - Trench Cover | EA | \$ - | \$ 1,564,672 | * | \$ |
| 10.02.046a | Bridge Structure - SJVR Spur - Rail Bridge | EA | \$ - | \$ 1,289,565 | | \$ |
| 10.02.047a | Bridge Structure - Dry Creek Canal Water bridge | EA | \$ - | \$ 3,283,677 | | \$ |
| 10.02.999 | Maintenance Of Traffic | LS | | | | \$ 24.563.04 |
| 10.05 10.05.111 | Track structure: Cut and Fill (> 4' height/depth) At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) | Route Mile | \$ 1,919,183 | \$ 1,956,206 | | \$ 34,563,842 |
| 10.05.111 | At-Grade Track-bed in Cut - 1 Track (5 Avg. Exc Depth) At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 1,919,183 | | | \$ |
| 10.05.113 | At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) | Route Mile | \$ 4,437,362 | | | \$ |
| 10.05.114 | At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 6,095,891 | \$ 6,213,487 | | \$ |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 2,527,904 | | | \$ |
| 10.05.122 | At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,873,994 | | | \$ |
| 10.05.123 | At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | \$ 5,488,286 | \$ 5,594,161 | | \$ |
| 10.05.124 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 7,375,140 | | | \$ |
| 10.05.126 | At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 17,706,798 \$ 32,673,082 | | | \$ |
| 10.05.128 | At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile | \$ 32,673,082 | \$ 33,303,379 | | \$ |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: C3 |
|------------------------|---|--------------------------|----------------------------------|----------------------------------|-------|---------------------------|
| ELLINEIVI | | | 2009) | 2010) | QTY | COST |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ 77,047,580 | \$ 78,533,905 | | \$ |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | \$ 3,555,979 | \$ 3,624,578 | | \$ |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ 5,002,163 | | | \$ |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,255,789 | \$ 1,280,015 | | \$ |
| 10.05.212 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,824,123 | \$ 1,859,312 | | \$ |
| 10.05.213 10.05.214 | At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile | \$ 2,574,079 | \$ 2,623,735 | | \$ \$ |
| 10.05.221 | At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) | Route Mile Route Mile | \$ 3,508,477 \$ 1,804,472 | \$ 3,576,159 \$ 1,839,282 | 0.34 | \$ 625,35 |
| 10.05.222 | At-Grade Track-bed in Fill - 2 Track (10' Avg. Fill Ht) | Route Mile | \$ 2,514,964 | \$ 2,563,480 | 11.92 | \$ 30,556,68 |
| 10.05.223 | At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile | \$ 3,420,413 | | 0.97 | \$ 3,381,80 |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ 4,498,944 | \$ 4,585,733 | 0.57 | \$ |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ 10,874,062 | \$ 11,083,833 | | \$ |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ 20,392,304 | \$ 20,785,692 | | \$ |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ 33,180,092 | \$ 33,820,169 | | \$ |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ 48,985,268 | \$ 49,930,243 | | \$ |
| 10.05.241 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ 2,473,684 | \$ 2,521,404 | | \$ |
| 10.05.261 | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,162,050 | | | \$ |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ 5,441,105 | \$ 5,546,070 | | \$ |
| 10.05.999 | Maintenance Of Traffic | LS | | | | \$ |
| 10.06 10.06.210 | Track structure: At-grade (grading and subgrade stabilization) | 2 | 4 255 205 | 4 202 744 | | \$ |
| 10.06.210 | At-Grade Track-bed with Closed Drainage - 1 Track At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | \$ 1,366,385 | | | \$ |
| 10.06.220 | At-Grade Track-bed with Closed Drainage - 2 Track At-Grade Track-bed with Closed Drainage - 3 Track | Route Mile Route Mile | \$ 2,168,933 \$ 2,660,843 | | | \$ |
| 10.06.240 | At-Grade Track-bed with Closed Drainage - 3 Track At-Grade Track-bed with Closed Drainage - 4 Track | Route Mile Route Mile | \$ 2,660,843 \$ 3,039,420 | | | \$ |
| 10.06.999 | Maintenance Of Traffic | LS | 5 3,033,420 | 3,038,033 | | \$ |
| 10.07 | Track structure: Tunnel | | | | | \$ |
| 10.07.101 | TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ 121,440,000 | \$ 123,782,700 | | \$ |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ 179,520,000 | | | \$ |
| 10.07.103 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ 158,400,000 | \$ 161,455,695 | | \$ |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | \$ 300,960,000 | \$ 306,765,821 | | \$ |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | \$ 227,040,000 | \$ 231,419,830 | | \$ |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ 205,920,000 | \$ 209,892,404 | | \$ |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ 464,640,000 | \$ 473,603,373 | | \$ |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | \$ 147,840,000 | \$ 150,691,982 | | \$ |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ 364,320,000 | \$ 371,348,099 | | \$ |
| 10.07.205 10.07.206 | D&B Double Track Tunnel 50ft ID in hard rock (competent) D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile | \$ 232,320,000 | \$ 236,801,686 | | \$ |
| 10.07.301 | SEM Single Track Tunnel 30ft ID in 10ck (poor) | Route Mile | \$ 485,760,000 \$ 374,880,000 | | | \$ \$ |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile Route Mile | \$ 374,880,000 \$ 454,080,000 | \$ 382,111,812 \$ 462,839,659 | | \$ |
| 10.07.303 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ 269,280,000 | | | \$ |
| 10.07.304 | SEM Double Track Tunnel 40ft ID in soft ground (poor) | Route Mile | \$ 306,240,000 | \$ 312,147,677 | | \$ |
| 10.07.305 | SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | \$ 396,000,000 | \$ 403,639,238 | | Š |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (poor) | Route Mile | \$ 448,800,000 | | | \$ |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile | \$ 237,600,000 | | | \$ |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ 274,560,000 | \$ 279,856,538 | | \$ |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ 179,520,000 | \$ 182,983,121 | | \$ |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ 248,160,000 | \$ 252,947,256 | | \$ |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) | Route Mile | \$ 290,400,000 | | | \$ |
| 10.07.406 | RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ 401,280,000 | \$ 409,021,094 | | \$ |
| 10.07.207 | D&B Cross Passage conservative cost in rock | Linear Feet | \$ 28,000 | \$ 28,540 | | \$ |
| 10.07.407 10.07.501 | RH Cross Passage conservative cost in soft rock Cross Passage in Soft Ground (competent) | Linear Feet | \$ 25,000 | \$ 25,482 | | \$ |
| 10.07.502 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ 33,000 | \$ 33,637 | | \$ |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Linear Feet | \$ 84,000 \$ 90,688,401 | \$ 85,620 | | \$ |
| 10.07.115 | Cut & Cover Box - 1 Track/ 1 Box (40 Avg. Exc Deptit) Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Deptit) | Route Mile Route Mile | \$ 90,688,401 \$ 107,082,440 | \$ 92,437,871 \$ 109,148,168 | | \$ |
| 10.07.116 | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 135,385,066 | \$ 137,996,780 | | \$ |
| 10.07.214 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 141,194,360 | \$ 143,918,141 | | Š |
| 10.07.215 | Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 163,855,983 | | | Ś |
| 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 202,718,337 | \$ 206,628,977 | | \$ |
| 10.07.224 | Cut & Cover Box - 2 Track/ 2 Box (40' Avg. Exc Depth) | Route Mile | \$ 189,027,415 | \$ 192,673,943 | | \$ |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile | \$ 221,996,334 | \$ 226,278,866 | | \$ |
| 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | \$ 278,841,077 | \$ 284,220,202 | | \$ |
| 10.07.414 | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 206,677,660 | \$ 210,664,680 | | \$ |
| 10.07.415 | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 237,737,305 | \$ 242,323,497 | | \$ |
| 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 291,302,754 | \$ 296,922,277 | | \$ |
| 10.07.526a | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile | \$ - | \$ 434,924,098 | | \$ |
| 10.07.801 | Ventilation Shaft Mid-Line Ventilation Structure | VF | \$ 13,627 | \$ 13,890 | | \$ |
| 10.07.802 | Mid-Line Ventilation Structure Tunnel Portal Structure | LS | \$ 8,742,980 | \$ 8,911,641 | | \$ |
| 10.07.803 10.07.805 | Emergency Access Shaft | LS VF | \$ 8,089,108 \$ 22,520 | \$ 8,245,155 | | \$ |
| 10.07.850 | Pumping Station | VF EA | \$ 22,520 \$ 212,310 | | | \$ |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) | Route Mile | \$ 7,354,997 | | | \$ |
| 10.07.902 | Mechanical & Electrical Allowance for Underground (Double) | Route Mile | \$ 7,334,997 | | | \$ |
| 10.07.920 | Ventilation Equipment Allowance | EA | \$ 2,211,105 | | | \$ |
| 10.07.922 | Double Deck - 2 Track Trench on Top of 2 Track C&C Box | Route Mile | \$ 210,906,243 | \$ 214,974,836 | | \$ |
| 10.07.950 | Allowance for Construction Monitoring | Route Mile | \$ 145,939 | \$ 148,754 | | \$ |
| 10.08 | Track structure: Retaining walls and systems | | 1.2,233 | , | | \$ 96,033,93 |
| 10.08.211 | Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 25,829,576 | | | \$ |
| | Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 67,586,123 | | l | \$ |
| 10.08.212 10.08.213 | Retained Cut, Trench - 1 Track (30' Avg. Exc Depth) | moute mile | \$ 127,460,002 | | | \$ |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: C3 |
|---------------------------|--|--------------------------|--------------------------------|------------------------------|-------|---------------------------|
| | | | 2009) | 2010) | QTY | cost |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,868 | \$ 93,174,275 | | \$ |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | | \$ 166,454,597 | | \$ |
| 10.08.224 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 291,740,935 | | | \$ |
| 10.08.241 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | Route Mile | \$ 47,685,463 | | | \$ |
| 10.08.242 | Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) | Route Mile | \$ 111,376,696 | \$ 113,525,265 | | \$ |
| 10.08.243 | Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) | Route Mile | | \$ 195,743,184 | | \$ |
| 10.08.344 10.08.346 | Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile | \$ 295,374,114 | | | \$ |
| 10.08.411 | Retained Stil, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile Route Mile | \$ 356,356,513 \$ 8,667,052 | | | \$ \$ |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 24,952,856 | | | Ś |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 43,794,002 | \$ 44,638,832 | | \$ |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,335,195 | \$ 9,515,280 | | Ś |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,915,008 | | 3.34 | \$ 88,225,88 |
| 10.08.423 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 45,060,437 | \$ 45,929,698 | 0.17 | \$ 7,808,04 |
| 10.08.432 | Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,723,268 | \$ 26,219,496 | | \$ |
| 10.08.441 | Retained Fill, Walls Both Sides - 4 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,573,053 | \$ 9,757,727 | | \$ |
| 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 26,163,983 | \$ 26,668,712 | | \$ |
| 10.08.461 | Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,858,094 | \$ 10,048,266 | | \$ |
| 10.08.999 | Maintenance Of Traffic | LS | | | | \$ |
| 10.09 | Track new construction: Conventional ballasted | | \$ - | | | \$ 41,358,85 |
| 10.09.110 | Ballasted Track - 1 Track | Route Mile | \$ 1,820,565 | | | \$ |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | \$ 1,221,280 | \$ 1,244,839 | | \$ |
| 10.09.120 | Ballasted Track - 2 Track | Route Mile | \$ 3,416,549 | | | \$ |
| 10.09.122 10.09.240 | Ballasted Track (Track Laying Machine) - 2 Track Ballasted Track - 2 Track (Station Track) | Route Mile | \$ 2,423,901 | \$ 2,470,660 | 16.74 | \$ 41,358,85 |
| 10.09.132 | Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | \$ 7,244,923 | \$ 7,384,685 | | \$ |
| 10.09.142 | Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ 3,580,069 | \$ 3,649,132 | | \$ \$ |
| 10.09.162 | | Route Mile | \$ 4,521,614 | \$ 4,608,840 | | • |
| 10.09.810 | Ballasted Track (Track Laying Machine) - 6 Track Ballasted Freight Track - 1 Track | Route Mile | \$ 6,782,421 \$ 1,554,241 | \$ 6,913,261 \$ 1,584,224 | | \$ |
| 10.09.820 | Ballasted Freight Track - 2 Track | Route Mile Route Mile | \$ 1,334,241 | \$ 1,584,224 \$ 3,149,343 | | \$ |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile | \$ 4,645,413 | \$ 4,735,027 | | \$ |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile | \$ 91,367 | \$ 93,129 | | Ś |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ 162,843 | \$ 165,985 | | Ś |
| 10.09.922 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile | \$ 325,778 | \$ 332,063 | | Š |
| 10.09.923 | Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ 488,667 | \$ 498,094 | | Š |
| 10.09.924 | Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ 651,556 | \$ 664,125 | | \$ |
| 10.10 | Track new construction: Non-ballasted | | \$ - | | | \$ 9,679,21 |
| 10.10.110 | Direct Fixation Track - 1 Track | Route Mile | \$ 1,812,497 | \$ 1,847,462 | | \$ |
| 10.10.120 | Direct Fixation Track - 2 Track | Route Mile | \$ 3,624,438 | \$ 3,694,357 | 2.62 | \$ 9,679,21 |
| 10.10.140 | Direct Fixation Track - 4 Track | Route Mile | \$ 7,293,868 | \$ 7,434,574 | | \$ |
| 10.10.210 | Independent Dual Block Track - 1 Track | Route Mile | \$ 3,338,726 | \$ 3,403,134 | | \$ |
| 10.10.220 | Independent Dual Block Track - 2 Track | Route Mile | \$ 6,676,744 | \$ 6,805,545 | | \$ |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile | \$ 13,353,468 \$ - | \$ 13,611,070 | | \$ |
| 10.14 10.14.100 | Track: Special track work (switches, turnouts, insulated joints) Direct Fixation Turnout (60 MPH) | EA | \$ 477,018 | \$ 486,221 | | \$ |
| 10.14.105 | Direct Fixation Turnout (80 MPH) | EA | \$ 630,650 | · · | | \$ |
| 10.14.110 | Direct Fixation Turnout (110 MPH) | EA | \$ 887,327 | | | Š |
| 10.14.115 | Direct Fixation Turnout (150 MPH) | EA | \$ 1,220,877 | | | Ś |
| 10.14.130 | Direct Fixation Crossover (60 MPH) | EA | \$ 879,265 | | | Š |
| 10.14.135 | Direct Fixation Crossover (80 MPH) | EA | \$ 1,188,515 | | | Ś |
| 10.14.140 | Direct Fixation Crossover (110 MPH) | EA | \$ 1,647,309 | \$ 1,679,087 | | \$ |
| 10.14.145 | Direct Fixation Crossover (150 MPH) | EA | \$ 2,254,990 | \$ 2,298,491 | | \$ |
| 10.14.199 | Ballasted Turnout (25 MPH) | EA | \$ 130,500 | \$ 133,017 | | \$ |
| 10.14.200 | Ballasted Turnout (60 MPH) | EA | \$ 396,172 | | | \$ |
| 10.14.205 | Ballasted Turnout (80 MPH) | EA | \$ 533,623 | \$ 543,917 | | \$ |
| 10.14.210 | Ballasted Turnout (110 MPH) | EA | \$ 739,770 | \$ 754,041 | | \$ |
| 10.14.215 | Ballasted Turnout (150 MPH) | EA | \$ 1,012,686 | \$ 1,032,221 | | \$ |
| 10.14.300 | Ballasted Crossover (60 MPH) | EA | \$ 731,709 | \$ 745,824 | | \$ |
| 10.14.305 | Ballasted Crossover (80 MPH) | EA | \$ 986,399 | \$ 1,005,427 | | \$ |
| 10.14.310 | Ballasted Crossover (110 MPH) | EA | \$ 1,372,407 | | | \$ |
| 10.14.315 | Ballasted Crossover (150 MPH) | EA | \$ 1,877,814 | \$ 1,914,039 | | \$ |
| 10.14.400 | Terminal - Bumping Post | EA | \$ 27,763 | \$ 28,299 | | \$ |
| 20.01 20.01.100 | Station buildings: Intercity passenger rail only Anaheim Station | LS | \$ 94,508,725 | \$ 96,331,893 | | \$ |
| 20.01.100 | Millbrae Station | LS | \$ 94,508,725 | | | \$ |
| 20.01.105 | Millbrae Station - Site Elements | LS | \$ 24,939,819 | | | \$ |
| 20.01.110 | LA Union Station | LS | \$ 193,627,800 | | | Ś |
| 20.02.200 | Redwood/Palo Alto Station | LS | \$ 51,451,014 | | | \$ |
| 20.02.201 | Redwood/Palo Alto Station - Site Elements | LS | | | | \$ |
| 20.02.205 | Norwalk Station | LS | \$ 46,561,775 | | | \$ |
| 20.02.206 | Norwalk Station - Site Elements | LS | \$ 18,939,701 | | | \$ |
| 20.02.210 | Tulare Station | LS | \$ 55,108,000 | \$ 56,171,089 | | \$ |
| 20.02.211 | Tulare Station - Site Elements | LS | \$ 19,174,756 | | | \$ |
| 20.02.215 | Gilroy Station | LS | \$ 68,723,791 | | | \$ |
| 20.02.216 | Gilroy Station - Site Elements | LS | \$ 9,586,063 | \$ 9,770,987 | | \$ |
| 20.02.220 | Burbank Station | LS | \$ 61,155,850 | \$ 62,335,608 | | \$ |
| 20.02.221 | Burbank Station - Site Elements | LS | \$ 13,393,012 | \$ 13,651,377 | | \$ |
| 20.02.225 | San Jose Station | LS | \$ 70,224,925 | | | \$ |
| 20.02.226 | San Jose Station-Site Elements | LS | \$ 11,447,016 | | | \$ |
| 20.02.230 | Merced Station | LS | \$ 65,035,950 | \$ 66,290,559 | | \$ |
| 20.02.231 | Merced Station - Site Elements | | \$ 18,942,953 | | | \$ |

| JNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD ibsection: C3 | |
|---|--|--|--|--|----------------------|--|---|
| ELEWIEW | | | 2009) | 2010) | QTY | С | COST |
| 20.02.235 | Fresno Station | LS | \$ 65,863,950 | \$ 67,134,532 | | \$ | |
| 20.02.236 20.02.240 | Fresno Station - Site Elements Bakersfield Station | LS LS | \$ 9,639,938 \$ 67,643,575 | \$ 9,825,902 \$ 68,948,488 | | \$ | |
| 20.02.241 | Bakersfield Station - Site Elements | LS | \$ 12,084,938 | \$ 12,318,069 | | \$ | |
| 20.02.245 | Palmdale Station | LS | \$ 68,151,875 | \$ 69,466,593 | | \$ | |
| 20.02.246 | Palmdale Station - Site Elements | LS | \$ 16,760,249 | \$ 17,083,571 | | \$ | |
| 20.02.250 | Sylmar Station | LS | \$ 68,151,875 | \$ 69,466,593 | | \$ | |
| 20.02.251 20.02.300 | Sylmar Station - Site Elements At-Grade Station | LS LS | \$ 20,560,115 \$ - | \$ 20,956,740 \$ 68,000,000 | | \$ \$ | |
| 20.02.300 | Pedestrian / bike access and accommodation, landscaping, parking lots | LS | ş - | \$ 68,000,000 | | \$ | |
| 20.06.120 | Pedestrian Access (Cut & Cover) | LF | \$ 18,340 | \$ 18,694 | | \$ | |
| 20.06.140 | Pedestrian Plaza | SF | \$ 33 | \$ 34 | | \$ | |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | \$ 287,837 | \$ 293,389 | | \$ | |
| 20.06.210 | Parking - At Grade | STL | \$ 3,330 | \$ 3,394 | | \$ | |
| 20.06.250 20.06.800 | Parking - Structured (Above Grade) Landscaping Allowance | STL SF | \$ 21,812 | \$ 22,233 | | \$ | |
| 20.06.810 | Landscaping Allowance, Guideway | Route Mile | \$ 3 \$ 175,476 | \$ 3 \$ 178,861 | | \$ | |
| 20.07 | Automobile, bus, van accessways including roads | Noute Wille | J 175,470 | 7 170,001 | | Ĭ | |
| 30.02 | Light maintenance facility | | | | | \$ | |
| 30.02.010 | Light Maintenance Facility (LMF) | EA | \$ 105,006,028 | \$ 107,031,700 | | \$ | |
| 30.03 | Heavy maintenance facility | 5. | | 4 22-2 | | \$ | |
| 30.03.010 30.04 | Heavy Maintenance Facility (HMF) Storage or maintenance-of-way building/bases | EA | \$ 223,630,679 | \$ 227,944,740 | | \$ | |
| 30.04.010 | Maintenance of Way Facility (MOWF) | EA | \$ 11,711,592 | \$ 11,937,521 | | \$ | |
| 30.05 | Yard and yard track | J. | . 11,711,532 | . 11,557,521 | | \$ | |
| 30.05.110 | Ballasted Track - Yard Track | Route Mile | \$ 1,686,767 | \$ 1,719,306 | | \$ | |
| 30.05.200 | Ballasted Turnout, No. 15 | EA | \$ 404,233 | \$ 412,031 | | \$ | |
| 30.05.210 | Ballasted Diamond Crossover, No. 15 | EA | \$ 574,336 | \$ 585,415 | | \$ | |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | TF | \$ 1,283 | \$ 1,308 | | \$ | |
| 40.01 40.01.010 | Demolition, clearing, site preparation Demolition Allowance, Bridge | SF | \$ 26 | \$ 27 | | \$ | 651 |
| 40.01.050 | Demolition Allowance, Building (1 Story) | SF | \$ 14 | \$ 14 | | \$ | |
| 40.01.060 | Demolition Allowance, Building (2 Story) | SF | \$ 27 | \$ 28 | | \$ | |
| 40.01.110 | Demolition Allowance, Asphalt Pavement | SY | \$ 56 | \$ 57 | 11,433.00 | \$ | 651 |
| 40.01.140 | Demolition Allowance, Concrete Curb | LF | \$ 13 | \$ 13 | | \$ | |
| 40.01.150 | Demolition Allowance, Concrete Sidewalk | SY | \$ 41 | \$ 42 | | \$ | |
| 40.01.810 40.01.900 | Demolition Allowance, Remove Railroad Track Miscellanous Excavation & Support Items | Route Mile | \$ 169,459 | \$ 172,728 | | \$ | |
| 40.01.999 | Maintenance Of Traffic | LS LS | \$ 2,224 | \$ 2,267 | | \$ | |
| 40.02 | Site utilities, utility relocation | | | | | \$ | 1,506 |
| 40.02.001 | Utility Relocation Allowance, Level 1 | Route Mile | \$ 1,099,949 | \$ 1,121,169 | | \$ | , |
| 40.02.002 | Utility Relocation Allowance, Level 2 | Route Mile | \$ 1,978,427 | \$ 2,016,593 | | \$ | |
| 40.02.003 | Utility Relocation Allowance, Level 3 | Route Mile | \$ 3,267,072 | \$ 3,330,097 | | \$ | |
| 40.02.004 40.02.005 | Utility Relocation Allowance, Level 4 | Route Mile | \$ 3,906,355 | \$ 3,981,713 | 0.20 | \$ | 4.50 |
| 40.02.060 | Utility Relocation Allowance, Level 5 Major Utility Relocation, Aerial Transmission Line | Route Mile EA | \$ 4,927,149 \$ 8,600,000 | \$ 5,022,198 \$ 8,765,903 | 0.30 | \$ | 1,50 |
| 40.02.050 | Site Utility Allowance | Route Mile | \$ 1,660,257 | \$ 1,692,285 | | Ś | |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatm | 1 | \$ - | 1,032,203 | | \$ | 43 |
| 40.03.100 | Hazardous Material Removal Allowance, Light | Route Mile | \$ 188,246 | \$ 191,877 | | \$ | |
| 40.03.105 | Hazardous Material Removal Allowance, Medium | Route Mile | \$ 370,152 | \$ 377,293 | 1.14 | \$ | 43 |
| 40.03.110 | Hazardous Material Removal Allowance, Heavy | Route Mile | \$ 555,734 | \$ 566,454 | | \$ | |
| 40.03.150 | Removal of Contaminated Soil | CF | \$ 13 | \$ 14 | | \$ | 12.00 |
| 40.04 40.04.100 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light | Route Mile | \$ 583,755 | 3% \$ 595,016 | | \$ | 13,86 |
| 40.04.105 | Environmental Mitigation Allowance, Medium | Route Mile | \$ 1,634,403 | \$ 1,665,932 | | \$ | |
| 40.04.103 | • | | | \$ 2,796,500 | | \$ | |
| 40.04.110 | Environmental Mitigation Allowance, Heavy | Route Mile | \$ 2,743,574 | | | 1. | 27,78 |
| 40.04.110 40.05 | Site structures including retaining walls, sound walls | Route Mile | \$ - | | | \$ | |
| 40.04.110 40.05 40.05.012 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) | LF | \$ - \$ 3,029 | \$ 3,088 | | \$ | |
| 40.04.110 40.05 40.05.012 40.05.020 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) | LF LF | \$ 3,029 \$ 3,944 | \$ 3,088 \$ 4,020 | | \$ \$ | |
| 40.04.110 40.05 40.05.012 40.05.020 40.05.030 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) | LF LF LF | \$ - \$ 3,029 \$ 3,944 \$ 5,392 | \$ 3,088 \$ 4,020 \$ 5,496 | | \$ \$ \$ | |
| 40.04.110 40.05 40.05.012 40.05.020 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) | LF LF | \$ 3,029 \$ 3,944 \$ 5,392 \$ 804 | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 | | \$ \$ | |
| 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | LF LF LF | \$ - \$ 3,029 \$ 3,944 \$ 5,392 | \$ 3,088 \$ 4,020 \$ 5,496 | | \$ \$ \$ \$ | |
| 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) | LF LF LF LF | \$ 3,029 \$ 3,944 \$ 5,392 \$ 804 \$ 1,551 \$ 1,308 \$ 205 | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 | | \$ \$ \$ \$ \$ \$ | |
| 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) | LF LF LF LF LF LF | \$ 3,029 \$ 3,944 \$ 5,392 \$ 804 \$ 1,551 \$ 1,308 \$ 205 \$ | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 | 38,900.00 | \$ \$ \$ \$ \$ \$ \$ | 15,56 |
| 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.211 40.05.212 40.05.310 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm | LF LF LF LF LF LF | \$ 3,029 \$ 3,944 \$ 5,392 \$ 804 \$ 1,551 \$ 1,308 \$ 205 \$ 205 \$ 136 | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | |
| 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.211 40.05.212 40.05.310 40.05.310 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (30" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (8" Avg. Height) Sound Wall - 1 Wall (16" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) | LF LF LF LF LF LF LF | \$ 3,029 \$ 3,944 \$ 5,392 \$ 804 \$ 1,551 \$ 1,308 \$ 205 \$ 205 \$ 136 \$ - | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 139 \$ 813 | 2,240.00 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,82 |
| 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.211 40.05.212 40.05.310 40.05.400 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (3' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) | LF L | \$ 3,029 \$ 3,944 \$ 5,392 \$ 804 \$ 1,551 \$ 1,308 \$ 205 \$ 205 \$ 136 | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 | - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,82 |
| 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.212 40.05.212 40.05.310 40.05.401 40.05.401 40.05.401 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (3' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic | LF LF LF LF LF LF LF | \$ 3,029 \$ 3,944 \$ 5,392 \$ 804 \$ 1,551 \$ 1,308 \$ 205 \$ 205 \$ 136 \$ - | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 139 \$ 813 | 2,240.00 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,82 10,40 |
| 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.212 40.05.212 40.05.400 40.05.400 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (3' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) | LF L | \$ 3,029 \$ 3,944 \$ 5,392 \$ 804 \$ 1,551 \$ 1,308 \$ 205 \$ 205 \$ 136 \$ - | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | 2,240.00 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,82 10,40 18,48 |
| 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.999 40.06 40.06 40.05 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (8" Avg. Height) Sound Wall - 1 Wall (16" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) Canal Realignments (55" X 10" Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations | LF L | \$ 3,029 \$ 3,944 \$ 5,392 \$ 804 \$ 1,551 \$ 1,308 \$ 205 \$ 205 \$ 136 \$ - | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | 2,240.00 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,82 10,40 18,48 48,87 |
| 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.211 40.05.211 40.05.212 40.05.400 40.05.401 40.05.400 40.05.401 40.05.400 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | LF L | \$ 3,029 \$ 3,944 \$ 5,392 \$ 804 \$ 1,551 \$ 1,308 \$ 205 \$ 205 \$ 136 | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | 2,240.00 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,82 10,40 18,48 48,87 119,33 |
| 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.212 40.05.211 40.05.214 40.05.210 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 40.08.145a 40.08.145a | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | LF L | \$ 3,029 \$ 3,944 \$ 5,392 \$ 804 \$ 1,551 \$ 1,308 \$ 205 \$ 205 \$ 136 | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 4% | 2,240.00 3,200.00 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,82 10,40 18,48 48,87 119,33 |
| 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.999 40.06 40.07 40.08 40.08.145a 40.08.146a 40.08.147a | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (30" Avg. Height) Retaining Wall - 1 Wall (30" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (16" Avg. Height) Sound Wall - 1 Wall (16" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) Canal Realignments (65" X 10" Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment | LF L | \$ 3,029 \$ 3,944 \$ 5,392 \$ 804 \$ 1,551 \$ 1,308 \$ 205 \$ 205 \$ 136 \$ - | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 4% | 2,240.00 3,200.00 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,82 10,40 18,48 48,87 119,33 |
| 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.212 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (30" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (8" Avg. Height) Sound Wall - 1 Wall (6" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) Canal Realignments (55" X 10" Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks | LF L | \$ 3,029 \$ 3,944 \$ 5,392 \$ 804 \$ 1,551 \$ 1,308 \$ 205 \$ - \$ 136 \$ - \$ - | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 4% \$ 3,080,539 \$ 972,574 \$ 4,045,219 | 2,240.00 3,200.00 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,82 10,40 18,48 48,87 119,33 |
| 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.999 40.06 40.07 40.08 40.08.145a 40.08.146a 40.08.147a | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (30" Avg. Height) Retaining Wall - 1 Wall (30" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (16" Avg. Height) Sound Wall - 1 Wall (16" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) Canal Realignments (65" X 10" Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment | LF L | \$ 3,029 \$ 3,944 \$ 5,392 \$ 804 \$ 1,551 \$ 1,308 \$ 205 \$ 136 \$ - \$ - \$ - | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 4% \$ 3,080,539 \$ 972,574 \$ 4,045,219 \$ 4,722,173 | 2,240.00 3,200.00 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,82 10,40 18,48 48,87 119,33 |
| 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.08.145a 40.08.145a 40.08.145a 40.08.145a 40.08.147a 40.08.322 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (8" Avg. Height) Sound Wall - 1 Wall (16" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) Canal Realignments (55" X 10" Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | LF L | \$ 3,029 \$ 3,944 \$ 5,392 \$ 804 \$ 1,551 \$ 1,308 \$ 205 \$ - \$ 136 \$ - \$ - | \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 4% \$ 3,080,539 \$ 972,574 \$ 4,045,219 | 2,240.00 3,200.00 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 15,566 1,82; 10,40; 18,48; 48,87; 119,33; 3,57; |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | | UNIT PRICE (3rd Quarter | | Γ PRICE Quarter | FNO-BFD Subsection: C3 | | |
|---------------------------|---|------------|----|----------------------------|----|--------------------|------------------------------|----|------------|
| ELEWENT | | | | 2009) | 20 | 010) | QTY | | cost |
| | Pedstrain Overcrossing | EA | | | \$ | 2,100,000 | | \$ | - |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | | \$ | - |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | | \$ | - |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | \$ | - |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | \$ | - |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | \$ | - |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | \$ | - |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ | 5,362,896 | 4.00 | \$ | 21,451,584 |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | \$ | - |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ | 723,886 | | \$ | - |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | | | \$ | 5,805,298 | 6.00 | \$ | 34,831,788 |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | | \$ | - |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | \$ | 4,089,716 | | \$ | - |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | Ś | _ | \$ | 15,000,000 | | \$ | - |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | Ś | _ | | 25,987,089 | 1.00 | \$ | 25,987,089 |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | \$ | 5,615,692 | 1.00 | \$ | 23,307,003 |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | EA | \$ | 5,341,703 | \$ | 5,444,750 | | \$ | |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | \$ | 6,516,967 | \$ | 6,642,686 | | Ś | |
| 40.08.144 | Roadway Undercrossing HSR - 4 lane roadway under 4 tracks | EA | \$ | 7,129,564 | \$ | 7,267,100 | | Ś | |
| 40.08.510 | Roadway Modification, New AC Paving | SF | \$ | 17,129,564 | \$ | 18 | 522,437.00 | \$ | 9,257,258 |
| 40.08.520 | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | SF SF | \$ | | \$ | | | \$ | |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | | | 21 549,929 | | 21 | 564,608.00 | | 12,113,806 |
| 40.08.540 | Access Road Entrance Point | Route Mile | \$ | | \$ | 560,538 | 0.90 | \$ | 503,741 |
| 40.08.550 | Streetscaping Allowance | EA | \$ | 31,937 | \$ | 32,553 | 4.00 | \$ | 130,210 |
| 40.08.994 | | ESF | \$ | 343 | \$ | 350 | 0.00 | \$ | 450.000 |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert Maintenance Of Traffic | EA | \$ | - | \$ | 20,000 | 8.00 | \$ | 160,000 |
| | | LS | | | | | | \$ | |
| 50.01 50.01.010 | Wayside signaling equipment Train Controls (ATC) | | | | | | | \$ | 24,396,494 |
| | | Route Mile | \$ | 1,128,300 | \$ | 1,150,066 | 19.36 | \$ | 22,265,279 |
| 50.01.011 | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | | \$ | |
| 50.01.020 | Wayside Protection System | Route Mile | \$ | 108,000 | \$ | 110,083 | 19.36 | \$ | 2,131,215 |
| 50.01.021 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 162,000 | \$ | 165,125 | | \$ | |
| 50.01.030 | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | \$ | |
| 50.05 | Communications | | | | | | | \$ | 3,788,827 |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | 19.36 | \$ | 3,788,827 |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | | \$ | |
| 60.02 | Traction power supply: Substations | | | | | | | \$ | 49,456,826 |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | \$ | 2,471,835 | 19.36 | \$ | 47,854,720 |
| 60.02.102 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | | 12,103,061 | | \$ | - |
| 60.02.101 | Traction Power Supply- 4 Tracks | Route Mile | \$ | 3,881,250 | \$ | 3,956,123 | | \$ | |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | 1.00 | \$ | 786,815 |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | 1.00 | \$ | 297,723 |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | \$ | 258,784 | 2.00 | \$ | 517,567 |
| 60.03 | Traction power distribution: Catenary and third rail | | | | | | | \$ | 41,811,284 |
| 60.03.100 | Traction Power Distribution | Route Mile | \$ | 2,118,800 | \$ | 2,159,674 | 19.36 | \$ | 41,811,284 |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | | \$ | - |
| 60.03.100 | Traction Power Distribution- 4 Tracks | Route Mile | \$ | 3,178,200 | Ś | 3,239,511 | | Ś | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | IO-BFD section: P |
|------------------------|---|--------------------------|--------------------------------|--------------------------------|-----|-------------------------|
| | | | 2009) | 2010) | QTY | COST |
| 10.01 | Track structure: Viaduct | | | | | \$ |
| 10.01.122 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | \$ 36,624,377 | | \$ |
| 10.01.123 | Elevated Structure - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 45,285,042 | \$ 46,158,636 | | \$ |
| 10.01.124 | Elevated Structure - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 46,232,612 | \$ 47,124,486 | | \$ |
| 10.01.125 10.01.126 | Elevated Structure - 1 Track (50' Avg. Pier Ht) Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 47,180,084 \$ 64,502,791 | \$ 48,090,235 | | \$ \$ |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile Route Mile | \$ 64,502,791 \$ 66,081,681 | \$ 65,747,114 \$ 67,356,463 | | \$ |
| 10.01.222 | Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | | \$ |
| 10.01.223 | Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 52,578,482 | \$ 53,592,774 | | \$ |
| 10.01.224 | Elevated Structure - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 53,525,409 | \$ 54,557,967 | | \$ |
| 10.01.225 | Elevated Structure - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 54,473,243 | \$ 55,524,087 | | \$ |
| 10.01.226 | Elevated Structure - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 71,796,207 | \$ 73,181,228 | | \$ |
| 10.01.227 | Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 73,374,892 | \$ 74,790,367 | | \$ |
| 10.01.242 | Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 82,812,928 | \$ 84,410,473 | | \$ |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 101,501,272 | \$ 103,459,333 | | \$ |
| 10.01.244 | Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 103,395,885 | \$ 105,390,496 | | \$ |
| 10.01.245 | Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile | \$ 105,253,245 | \$ 107,283,686 | | \$ |
| 10.01.246 | Elevated Structure - 4 Track (60' Avg. Pier Ht) | Route Mile | \$ 141,642,485 | \$ 144,374,910 | | \$ |
| 10.01.247 | Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile | \$ 144,884,105 | \$ 147,679,065 | | \$ |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 39,541,927 | \$ 40,304,730 | | \$ |
| 10.01.323 | Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 49,862,619 | \$ 50,824,519 | | \$ |
| 10.01.324 10.01.325 | Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 50,914,824 | \$ 51,897,022 | | \$ |
| 10.01.325 | Elevated Structure (LS) - 1 Track (50 Avg. Pier Ht) Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 51,967,437 | \$ 52,969,941 | | \$ \$ |
| 10.01.327 | Elevated Structure (LS) - 1 Track (ob Avg. Pier Ht) Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 62,798,549 \$ 64,181,981 | \$ 64,009,996 \$ 65,420,116 | | \$ \$ |
| 10.01.422 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile Route Mile | \$ 64,181,981 \$ 47,694,536 | \$ 65,420,116 \$ 48,614,611 | | \$ \$ |
| 10.01.423 | Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 58,014,969 | \$ 59,134,136 | | \$ |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 59,067,487 | \$ 60,206,958 | | \$ |
| 10.01.425 | Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 60,120,295 | \$ 61,280,076 | | Š |
| 10.01.426 | Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 70,951,046 | \$ 72,319,762 | | \$ |
| 10.01.427 | Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 72,334,586 | \$ 73,729,993 | | \$ |
| 10.01.431 | Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | Route Mile | \$ 235,649,714 | \$ 240,195,634 | | \$ |
| 10.01.432 | Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) | Route Mile | \$ 239,350,822 | \$ 243,968,140 | | \$ |
| 10.01.512 | Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 70,118,523 | \$ 71,471,180 | | \$ |
| 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 74,724,468 | \$ 76,165,978 | | \$ |
| 10.01.514 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 76,108,232 | \$ 77,576,437 | | \$ |
| 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 77,528,913 | \$ 79,024,523 | | \$ |
| 10.01.516 | Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 78,976,112 | \$ 80,499,641 | | \$ |
| 10.01.522 | Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 77,411,338 | \$ 78,904,680 | | \$ |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 82,017,601 | \$ 83,599,803 | | \$ |
| 10.01.524 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 83,401,267 | \$ 85,010,162 | | \$ \$ |
| 10.01.526 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) | Route Mile Route Mile | \$ 84,822,267 \$ 86,267,477 | \$ 86,458,574 \$ 87,931,664 | | \$ \$ |
| 10.01.612 | Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 111,218,191 | \$ 113,363,701 | | \$ |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 116,892,249 | \$ 119,147,218 | | \$ |
| 10.01.614 | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 119,418,218 | \$ 121,721,915 | | \$ |
| 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | | \$ 124,258,848 | | Ś |
| 10.01.622 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 118,511,296 | | | , \$ |
| 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 124,185,450 | \$ 126,581,112 | | , \$ |
| 10.01.624 | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 126,711,251 | \$ 129,155,638 | | \$ |
| 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 129,200,143 | \$ 131,692,544 | | \$ |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 131,726,304 | \$ 134,267,437 | | \$ |
| 10.01.700 | Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 126,282,645 | \$ 128,718,764 | | \$ |
| 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 131,933,691 | \$ 134,478,825 | | \$ |
| 10.01.702 | Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 134,449,679 | \$ 137,043,348 | | \$ |
| 10.01.944 | Elevated Structure - 2 Track w/ 2 Single Trenches | Route Mile | \$ - | \$ - | | \$ |
| 10.01.950 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 44,000,000 | \$ 44,848,804 | | \$ |
| 10.01.951 | PPC/PS Double Cell Box 50' span (Stream Crossing) - 2 Tracks | Route Mile | \$ 58,000,000 | \$ 59,118,878 | | \$ |
| 10.01.960 10.01.999 | Stream Crossings HST Structure Box Culverts Maintenance Of Traffic | EA | \$ 20,000 | \$ 20,386 | | \$ |
| 10.01.999 | | LS | ¢ | | | \$ \$ |
| 10.02 | Track structure: Major/Movable bridge Bridge Structure - 3 span with 1 Track | Route Mile | \$ - \$ 47,326,516 | \$ 48,239,492 | | \$ |
| 10.02.023 | Bridge Structure - 3 span with 2 Track | Route Mile | \$ 66,899,099 | \$ 68,189,650 | | \$ \$ |
| 10.02.043 | Bridge Structure - 3 span with 4 Track | Route Mile | \$ 100,045,360 | \$ 101,975,335 | | \$ |
| 10.02.044a | Bridge Structure - 2 Track Steel Truss Bridges | Route Mile | \$ - | \$ 12,077,578 | | \$ |
| 10.02.045a | Bridge Structure - SJVR Spur - Trench Cover | EA | \$ - | \$ 1,564,672 | | \$ |
| 10.02.046a | Bridge Structure - SJVR Spur - Rail Bridge | EA | \$ - | \$ 1,289,565 | | \$ |
| 10.02.047a | Bridge Structure - Dry Creek Canal Water bridge | EA | \$ - | \$ 3,283,677 | | \$ |
| 10.02.999 | Maintenance Of Traffic | LS | | | | \$ |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) | | \$ - | | | \$ 17,636, |
| 10.05.111 | At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) | Route Mile | \$ 1,919,183 | \$ 1,956,206 | | \$ |
| 10.05.112 | At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,040,609 | \$ 3,099,266 | | \$ |
| 10.05.113 | At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) | Route Mile | \$ 4,437,362 | \$ 4,522,964 | | \$ |
| 10.05.114 | At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 6,095,891 | \$ 6,213,487 | | \$ |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 2,527,904 | \$ 2,576,670 | | \$ |
| 10.05.122 | At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,873,994 | \$ 3,948,727 | | \$ |
| 10.05.123 | At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | \$ 5,488,286 | \$ 5,594,161 | | \$ |
| 10.05.124 10.05.126 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 7,375,140 | \$ 7,517,413 | | \$ |
| 10.05.126 | At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile | \$ 17,706,798 | \$ 18,048,380 | | \$ |
| 10.00.120 | The State Track bod in out - 2 Track (or Arg. Exc Deptit) | Route Mile | \$ 32,673,082 \$ 52,529,924 | \$ 33,303,379 \$ 53,543,279 | | \$ \$ |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD ibsection: P |
|------------------------|--|--------------------------|----------------------------------|----------------------------------|------|---------------------------|
| | | | 2009) | 2010) | QTY | COST |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ 77,047,580 | \$ 78,533,905 | | \$ |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | | \$ 3,624,578 | | \$ |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ 5,002,163 | \$ 5,098,660 | | \$ |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,255,789 | \$ 1,280,015 | | \$ |
| 10.05.212 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,824,123 | \$ 1,859,312 | | \$ |
| 10.05.213 10.05.214 | At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile | \$ 2,574,079 | \$ 2,623,735 | | \$ |
| 10.05.221 | At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) | Route Mile Route Mile | \$ 3,508,477 \$ 1,804,472 | \$ 3,576,159 \$ 1,839,282 | | \$ |
| 10.05.222 | At-Grade Track-bed in Fill - 2 Track (10' Avg. Fill Ht) | Route Mile | \$ 2,514,964 | \$ 2,563,480 | 6.88 | \$ 17,636,74 |
| 10.05.223 | At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile | \$ 3,420,413 | | 0.00 | \$ |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ 4,498,944 | \$ 4,585,733 | | \$ |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ 10,874,062 | \$ 11,083,833 | | \$ |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ 20,392,304 | \$ 20,785,692 | | \$ |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ 33,180,092 | \$ 33,820,169 | | \$ |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ 48,985,268 | \$ 49,930,243 | | \$ |
| 10.05.241 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ 2,473,684 | \$ 2,521,404 | | \$ |
| 10.05.261 10.05.272 | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ 3,162,050 | \$ 3,223,050 | | \$ |
| 10.05.999 | Maintenance Of Traffic | Route Mile LS | \$ 5,441,105 | \$ 5,546,070 | | \$ |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | ы | | | | \$ |
| 10.06.210 | At-Grade Track-bed with Closed Drainage - 1 Track | Route Mile | \$ 1,366,385 | \$ 1,392,744 | | \$ |
| 10.06.220 | At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | \$ 2,168,933 | | | \$ |
| 10.06.230 | At-Grade Track-bed with Closed Drainage - 3 Track | Route Mile | \$ 2,660,843 | | | \$ |
| 10.06.240 | At-Grade Track-bed with Closed Drainage - 4 Track | Route Mile | \$ 3,039,420 | \$ 3,098,053 | | \$ |
| 10.06.999 | Maintenance Of Traffic | LS | | | | \$ |
| 10.07 | Track structure: Tunnel | | | | | \$ |
| 10.07.101 | TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ 121,440,000 | | | \$ |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ 179,520,000 | | | \$ |
| 10.07.103 10.07.104 | TBM Single Track Twin Tunnel 30ft ID in soft ground TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | \$ 158,400,000 | | | \$ |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | \$ 300,960,000 \$ 227,040,000 | \$ 306,765,821 \$ 231,419,830 | | \$ |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile Route Mile | \$ 205,920,000 | \$ 231,419,830 \$ 209,892,404 | | \$ |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ 464,640,000 | \$ 473,603,373 | | Ś |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | \$ 147,840,000 | \$ 150,691,982 | | Ś |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ 364,320,000 | \$ 371,348,099 | | \$ |
| 10.07.205 | D&B Double Track Tunnel 50ft ID in hard rock (competent) | Route Mile | \$ 232,320,000 | \$ 236,801,686 | | \$ |
| 10.07.206 | D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile | \$ 485,760,000 | \$ 495,130,799 | | \$ |
| 10.07.301 | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile | \$ 374,880,000 | \$ 382,111,812 | | \$ |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ 454,080,000 | \$ 462,839,659 | | \$ |
| 10.07.303 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ 269,280,000 | | | \$ |
| 10.07.304 10.07.305 | SEM Double Track Tunnel 40ft ID in soft ground (poor) SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | \$ 306,240,000 \$ 396,000,000 | \$ 312,147,677 | | \$ |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile Route Mile | \$ 448,800,000 | \$ 403,639,238 \$ 457,457,803 | | \$ |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile | \$ 237,600,000 | \$ 242,183,543 | | Ś |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ 274,560,000 | | | Ś |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ 179,520,000 | | | \$ |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ 248,160,000 | \$ 252,947,256 | | \$ |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) | Route Mile | \$ 290,400,000 | \$ 296,002,108 | | \$ |
| 10.07.406 | RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ 401,280,000 | \$ 409,021,094 | | \$ |
| 10.07.207 | D&B Cross Passage conservative cost in rock | Linear Feet | \$ 28,000 | \$ 28,540 | | \$ |
| 10.07.407 10.07.501 | RH Cross Passage conservative cost in soft rock Cross Passage in Soft Ground (competent) | Linear Feet | \$ 25,000 | \$ 25,482 | | \$ |
| 10.07.501 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ 33,000 | \$ 33,637 | | \$ |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Linear Feet | \$ 84,000 \$ 90,688,401 | \$ 85,620 \$ 92,437,871 | | \$ |
| 10.07.115 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile Route Mile | \$ 90,688,401 \$ 107,082,440 | \$ 109,148,168 | | \$ |
| 10.07.116 | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 135,385,066 | \$ 137,996,780 | | \$ |
| 10.07.214 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 141,194,360 | \$ 143,918,141 | | \$ |
| 10.07.215 | Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 163,855,983 | \$ 167,016,929 | | \$ |
| 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 202,718,337 | \$ 206,628,977 | | \$ |
| 10.07.224 | Cut & Cover Box - 2 Track/ 2 Box (40' Avg. Exc Depth) | Route Mile | \$ 189,027,415 | \$ 192,673,943 | | \$ |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile | \$ 221,996,334 | \$ 226,278,866 | | \$ |
| 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | \$ 278,841,077 | \$ 284,220,202 | | \$ |
| 10.07.414 | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 206,677,660 | \$ 210,664,680 | | \$ |
| 10.07.415 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 237,737,305 \$ 291,302,754 | \$ 242,323,497 | | \$ |
| 10.07.526a | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile Route Mile | \$ 291,302,754 | \$ 296,922,277 \$ 434,924,098 | | \$ |
| 10.07.801 | Ventilation Shaft | VF | \$ 13,627 | \$ 434,924,098 | | \$ |
| 10.07.802 | Mid-Line Ventilation Structure | LS | \$ 8,742,980 | \$ 8,911,641 | | \$ |
| 10.07.803 | Tunnel Portal Structure | LS | \$ 8,089,108 | \$ 8,245,155 | | \$ |
| 10.07.805 | Emergency Access Shaft | VF | \$ 22,520 | | | \$ |
| 10.07.850 | Pumping Station | EA | \$ 212,310 | \$ 216,405 | | \$ |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) | Route Mile | | \$ 7,496,882 | | \$ |
| 10.07.902 | Mechanical & Electrical Allowance for Underground (Double) | Route Mile | \$ 14,710,177 | | | \$ |
| 10.07.920 | Ventilation Equipment Allowance | EA | | \$ 2,253,759 | | \$ |
| 10.07.922 | Double Deck - 2 Track Trench on Top of 2 Track C&C Box | Route Mile | \$ 210,906,243 | \$ 214,974,836 | | \$ |
| 10.07.950 | Allowance for Construction Monitoring | Route Mile | \$ 145,939 | \$ 148,754 | | \$ |
| 10.08 10.08.211 | Track structure: Retaining walls and systems Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) | Doube Mail- | ¢ 25 020 570 | ¢ 26.227.055 | | \$ |
| 10.08.211 | Retained Cut, Trench - 1 Track (10 Avg. Exc Depth) Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) | Route Mile Route Mile | \$ 25,829,576 \$ 67,586,123 | | | \$ |
| 10.08.213 | Retained Cut, Trench - 1 Track (30' Avg. Exc Depth) | Route Mile | \$ 127,460,002 | | | \$ |
| | | | | . 120,010,000 | ī | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | (3rd | IT PRICE I Quarter | UNIT PRICE (3rd Quarter | | FNO-B ubsect P | |
|---|---|--|---|---|--|------|---|---|
| ELLIVILIAI | | | 2 | 2009) | 2010) | QTY | | COST |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ | 91,410,868 | \$ 93,174,275 | | \$ | - |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | | 163,304,293 | | | \$ | - |
| 10.08.224 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | | | \$ 297,368,910 | | \$ | - |
| 10.08.241 10.08.242 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) | Route Mile | \$ | 47,685,463 | | | \$ | - |
| 10.08.242 | Retained Cut, Trench - 4 Track (20 Avg. Exc Depth) Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) | Route Mile | | 111,376,696 192,038,567 | \$ 113,525,265 \$ 195,743,184 | | \$ | - |
| 10.08.344 | Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile Route Mile | | 295,374,114 | \$ 301,072,178 | | Ś | |
| 10.08.346 | Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile | | 356,356,513 | \$ 363,230,988 | | Ś | - |
| 10.08.411 | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile | \$ | 8,667,052 | \$ 8,834,248 | | \$ | - |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ | 24,952,856 | \$ 25,434,222 | | \$ | - |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile | \$ | 43,794,002 | \$ 44,638,832 | | \$ | - |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | \$ | | \$ 9,515,280 | | \$ | - |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | \$ | 25,915,008 | \$ 26,414,935 | | \$ | - |
| 10.08.423 10.08.432 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | \$ | | \$ 45,929,698 | | \$ | - |
| 10.08.441 | Retained Fill, Walls Both Sides - 4 Tracks (20 Avg. Wall Ht) | Route Mile Route Mile | \$ \$ | 25,723,268 9,573,053 | \$ 26,219,496 \$ 9,757,727 | | \$ | - |
| 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (10 Avg. Wall Ht) | Route Mile | \$ | 26,163,983 | \$ 26,668,712 | | \$ | - |
| 10.08.461 | Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile | \$ | 9,858,094 | \$ 10,048,266 | | Ś | - |
| 10.08.999 | Maintenance Of Traffic | LS | , | 0,000,00 | | | \$ | - |
| 10.09 | Track new construction: Conventional ballasted | | \$ | - | | | \$ | 16,998,144 |
| 10.09.110 | Ballasted Track - 1 Track | Route Mile | \$ | 1,820,565 | \$ 1,855,686 | | \$ | - |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | \$ | 1,221,280 | \$ 1,244,839 | | \$ | - |
| 10.09.120 | Ballasted Track - 2 Track Reliected Track (Track Leving Machine) - 2 Track | Route Mile | \$ | 3,416,549 | \$ 3,482,458 | 6.06 | \$ | 46.000 |
| 10.09.122 10.09.240 | Ballasted Track (Track Laying Machine) - 2 Track Ballasted Track - 2 Track (Station Track) | Route Mile | \$ | 2,423,901 | \$ 2,470,660 | 6.88 | \$ | 16,998,144 |
| 10.09.132 | Ballasted Track (Track Laying Machine) - 3 Track | Route Mile Route Mile | \$ \$ | 7,244,923 3,580,069 | \$ 7,384,685 \$ 3,649,132 | | \$ | - |
| 10.09.142 | Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ | 4,521,614 | \$ 4,608,840 | | \$ | |
| 10.09.162 | Ballasted Track (Track Laying Machine) - 6 Track | Route Mile | \$ | 6,782,421 | \$ 6,913,261 | | Ś | _ |
| 10.09.810 | Ballasted Freight Track - 1 Track | Route Mile | \$ | 1,554,241 | \$ 1,584,224 | | Ś | - |
| 10.09.820 | Ballasted Freight Track - 2 Track | Route Mile | \$ | 3,089,739 | \$ 3,149,343 | | \$ | - |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile | \$ | 4,645,413 | \$ 4,735,027 | | \$ | - |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile | \$ | 91,367 | \$ 93,129 | | \$ | - |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ | 162,843 | \$ 165,985 | | \$ | - |
| 10.09.922 10.09.923 | Ballasted Track Relocation - 2 Track (Permanent) Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ | 325,778 | \$ 332,063 | | \$ | - |
| 10.09.924 | Ballasted Track Relocation - 4 Track (Permanent) | Route Mile Route Mile | \$ | 488,667 651,556 | \$ 498,094 \$ 664,125 | | \$ | - |
| 10.10 | Track new construction: Non-ballasted | Route Wille | \$ | 031,330 | \$ 004,123 | | \$ | |
| 10.10.110 | Direct Fixation Track - 1 Track | Route Mile | \$ | 1,812,497 | \$ 1,847,462 | | \$ | - |
| 10.10.120 | Direct Fixation Track - 2 Track | Route Mile | \$ | 3,624,438 | | | \$ | - |
| 10.10.140 | Direct Fixation Track - 4 Track | Route Mile | \$ | 7,293,868 | \$ 7,434,574 | | \$ | - |
| 10.10.210 | Independent Dual Block Track - 1 Track | Route Mile | \$ | 3,338,726 | \$ 3,403,134 | | \$ | - |
| 10.10.220 | Independent Dual Block Track - 2 Track Independent Dual Block Track - 4 Track | Route Mile | \$ | 6,676,744 | \$ 6,805,545 | | \$ | - |
| 10.10.240 10.14 | · | Route Mile | \$ | 13,353,468 | \$ 13,611,070 | | \$ | 2,064,443 |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) Direct Fixation Turnout (60 MPH) | EA | \$ | 477,018 | \$ 486,221 | | Ś | 2,004,443 |
| 10.14.105 | Direct Fixation Turnout (80 MPH) | EA | \$ | 630,650 | | | Ś | _ |
| 10.14.110 | Direct Fixation Turnout (110 MPH) | EA | \$ | 887,327 | | | \$ | - |
| 10.14.115 | Direct Fixation Turnout (150 MPH) | EA | \$ | 1,220,877 | \$ 1,244,429 | | \$ | - |
| 10.14.130 | Direct Fixation Crossover (60 MPH) | EA | \$ | 879,265 | | | \$ | - |
| 10.14.135 | Direct Fixation Crossover (80 MPH) | EA | \$ | 1,188,515 | | | \$ | - |
| 10.14.140 10.14.145 | Direct Fixation Crossover (110 MPH) Direct Fixation Crossover (150 MPH) | EA | \$ | 1,647,309 | \$ 1,679,087 | | \$ | - |
| 10.14.199 | Ballasted Turnout (25 MPH) | EA EA | \$ | 2,254,990 130,500 | \$ 2,298,491 \$ 133,017 | | \$ | - |
| 10.14.200 | Ballasted Turnout (60 MPH) | EA | \$ | 396,172 | | | \$ | - |
| 10.14.205 | Ballasted Turnout (80 MPH) | EA | \$ | 533,623 | | | \$ | - |
| 10.14.210 | Ballasted Turnout (110 MPH) | EA | \$ | 739,770 | \$ 754,041 | | \$ | - |
| 10.14.215 | Ballasted Turnout (150 MPH) | EA | \$ | 1,012,686 | \$ 1,032,221 | 2.00 | \$ | 2,064,443 |
| 10.14.300 | Ballasted Crossover (60 MPH) | EA | \$ | 731,709 | | | \$ | - |
| 10.14.305 | Ballasted Crossover (80 MPH) | EA | \$ | 986,399 | . , , | | \$ | - |
| 10.14.310 10.14.315 | Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) | EA | \$ | 1,372,407 | \$ 1,398,882 | | \$ | - |
| | Terminal - Bumping Post | EA EA | \$ \$ | 1,877,814 27,763 | \$ 1,914,039 \$ 28,299 | | \$ | - |
| 10.14.400 | | LA | Ÿ | 21,703 | 20,239 | | \$ | |
| 10.14.400 20.01 | Station buildings: Intercity passenger rail only | | | 04 500 735 | \$ 96,331,893 | | \$ | |
| | Station buildings: Intercity passenger rail only Anaheim Station | LS | \$ | 94,508,725 | 9 30,331,033 | | Ś | - |
| 20.01 20.01.100 20.01.105 | Anaheim Station Millbrae Station | LS LS | \$ | 24,939,819 | | | Ş | |
| 20.01 20.01.100 20.01.105 20.01.105 | Anaheim Station Millbrae Station Millbrae Station - Site Elements | LS LS | \$ \$ | 24,939,819 24,939,819 | \$ 25,420,933 \$ 25,420,933 | | \$ | - |
| 20.01 20.01.100 20.01.105 20.01.105 20.01.110 | Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station | LS LS LS | \$ \$ \$ | 24,939,819 24,939,819 193,627,800 | \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 | | \$ \$ | - |
| 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 | Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station | LS LS LS | \$ \$ \$ \$ | 24,939,819 24,939,819 193,627,800 51,451,014 | \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 | | \$ \$ \$ | - - - |
| 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 | Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements | LS LS LS LS | \$ \$ \$ \$ | 24,939,819 24,939,819 193,627,800 51,451,014 6,667,755 | \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 | | \$ \$ \$ \$ | - - - |
| 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.205 | Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station | LS LS LS LS LS | \$ \$ \$ \$ \$ | 24,939,819 24,939,819 193,627,800 51,451,014 6,667,755 46,561,775 | \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 | | \$ \$ \$ \$ | - - - - |
| 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 | Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements | LS LS LS LS LS LS | \$ \$ \$ \$ \$ | 24,939,819 24,939,819 193,627,800 51,451,014 6,667,755 46,561,775 18,939,701 | \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 \$ 19,305,067 | | \$ \$ \$ \$ | - - - - - - |
| 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.205 20.02.206 | Anaheim Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station Norwalk Station - Site Elements | LS LS LS LS LS | \$ \$ \$ \$ \$ | 24,939,819 24,939,819 193,627,800 51,451,014 6,667,755 46,561,775 18,939,701 55,108,000 | \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 \$ 19,305,067 \$ 56,171,089 | | \$ \$ \$ \$ \$ | - - - - - - |
| 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.205 20.02.206 20.02.210 | Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station Norwalk Station - Site Elements Tulare Station | LS LS LS LS LS LS | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 24,939,819 24,939,819 193,627,800 51,451,014 6,667,755 46,561,775 18,939,701 55,108,000 | \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 \$ 19,305,067 \$ 56,171,089 \$ 19,544,656 | | \$ \$ \$ \$ \$ \$ | - - - - - - - |
| 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.205 20.02.206 20.02.210 20.02.211 20.02.215 20.02.216 | Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station Norwalk Station - Site Elements Tulare Station Tulare Station Gilroy Station Gilroy Station - Site Elements | LS L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 24,939,819 24,939,819 193,627,800 51,451,014 6,667,755 46,561,775 18,939,701 55,108,000 19,174,756 | \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 \$ 19,305,067 \$ 56,171,089 \$ 19,544,656 \$ 70,049,542 | | \$ \$ \$ \$ \$ \$ | - - - - - - - - |
| 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.205 20.02.206 20.02.211 20.02.211 20.02.215 20.02.216 20.02.220 | Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station Norwalk Station - Site Elements Tulare Station Tulare Station Gilroy Station - Site Elements Gilroy Station - Site Elements Gilroy Station - Site Elements | LS L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 24,939,819 24,939,819 193,627,800 51,451,014 6,667,755 46,561,775 18,939,701 55,108,000 19,174,756 68,723,791 9,586,063 61,155,850 | \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 \$ 19,305,067 \$ 56,171,089 \$ 19,542,656 \$ 70,049,542 \$ 9,770,987 \$ 62,335,608 | | . \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | - - - - - - - - - |
| 20.01 20.01.100 20.01.105 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.205 20.02.210 20.02.211 20.02.215 20.02.216 20.02.220 | Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station Norwalk Station - Site Elements Tulare Station Tulare Station - Site Elements Gilroy Station Gilroy Station Gilroy Station - Site Elements Burbank Station Burbank Station - Site Elements | LS L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 24,939,819 24,939,819 193,627,800 51,451,014 6,667,755 46,561,775 18,939,701 55,108,000 19,174,756 68,723,791 9,586,063 61,155,850 13,393,012 | \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 \$ 19,305,067 \$ 56,171,089 \$ 19,544,656 \$ 70,049,542 \$ 9,770,987 \$ 62,335,608 \$ 13,651,377 | | . \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | - - - - - - - - - - |
| 20.01 20.01.100 20.01.105 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.205 20.02.206 20.02.211 20.02.215 20.02.216 20.02.220 20.02.221 20.02.221 | Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station Norwalk Station - Site Elements Tulare Station Tulare Station - Site Elements Gilroy Station Gilroy Station - Site Elements Burbank Station - Site Elements San Jose Station | LS L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 24,939,819 24,939,819 193,627,800 51,451,014 6,667,755 46,561,775 18,939,701 55,108,000 19,174,756 68,723,791 9,586,063 61,755,850 13,393,012 70,224,925 | \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 \$ 19,305,067 \$ 56,171,089 \$ 19,544,656 \$ 70,049,542 \$ 9,770,987 \$ 62,335,608 \$ 13,651,377 \$ 71,579,634 | | | - - - - - - - - - - - |
| 20.01 20.01.100 20.01.105 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.205 20.02.210 20.02.211 20.02.215 20.02.216 20.02.220 | Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station Norwalk Station - Site Elements Tulare Station Tulare Station - Site Elements Gilroy Station Gilroy Station Gilroy Station - Site Elements Burbank Station Burbank Station - Site Elements | LS L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 24,939,819 24,939,819 193,627,800 51,451,014 6,667,755 46,561,775 18,939,701 55,108,000 19,174,756 68,723,791 9,586,063 61,155,850 13,393,012 | \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 \$ 19,305,067 \$ 561,710,89 \$ 19,544,656 \$ 70,049,542 \$ 9,770,987 \$ 62,335,608 \$ 13,651,377 \$ 71,579,634 \$ 11,667,841 | | . \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | - |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: P |
|---------------------------|--|--------------------------|--------------------------------|--|-----------|----------------------------|
| | | | 2009) | 2010) | QTY | cost |
| 20.02.235 | Fresno Station | LS | \$ 65,863,950 | | | \$ |
| 20.02.236 20.02.240 | Fresno Station - Site Elements Bakersfield Station | LS | \$ 9,639,938 | | | \$ |
| 20.02.241 | Bakersfield Station - Site Elements | LS LS | \$ 67,643,575 \$ 12,084,938 | | | \$ \$ |
| 20.02.245 | Palmdale Station | LS | \$ 68,151,875 | | | Ś |
| 20.02.246 | Palmdale Station - Site Elements | LS | \$ 16,760,249 | \$ 17,083,571 | | \$ |
| 20.02.250 | Sylmar Station | LS | \$ 68,151,875 | \$ 69,466,593 | | \$ |
| 20.02.251 | Sylmar Station - Site Elements | LS | \$ 20,560,115 | | | \$ |
| 20.02.300 | At-Grade Station | LS | \$ - | \$ 68,000,000 | | \$ |
| 20.06 20.06.120 | Pedestrian / bike access and accommodation, landscaping, parking lots Pedestrian Access (Cut & Cover) | LF | \$ 18,340 | \$ 18,694 | | \$ |
| 20.06.140 | Pedestrian Plaza | SF | \$ 33 | | | Š |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | \$ 287,837 | \$ 293,389 | | \$ |
| 20.06.210 | Parking - At Grade | STL | \$ 3,330 | \$ 3,394 | | \$ |
| 20.06.250 | Parking - Structured (Above Grade) | STL | \$ 21,812 | \$ 22,233 | | \$ |
| 20.06.800 20.06.810 | Landscaping Allowance Landscaping Allowance, Guideway | SF Double Mile | \$ 3 \$ 175.476 | \$ 3 | | \$ \$ |
| 20.07 | Automobile, bus, van accessways including roads | Route Mile | \$ 175,476 | \$ 178,861 | | \$ |
| 30.02 | Light maintenance facility | | | | | \$ |
| 30.02.010 | Light Maintenance Facility (LMF) | EA | \$ 105,006,028 | \$ 107,031,700 | | \$ |
| 30.03 | Heavy maintenance facility | | | | | \$ |
| 30.03.010 | Heavy Maintenance Facility (HMF) | EA | \$ 223,630,679 | \$ 227,944,740 | | \$ |
| 30.04 | Storage or maintenance-of-way building/bases Maintenance of Way Facility (MOWF) | | | | | \$ |
| 30.04.010 | | EA | \$ 11,711,592 | \$ 11,937,521 | | \$ |
| 30.05 30.05.110 | Yard and yard track Ballasted Track - Yard Track | Route Mile | \$ 1,686,767 | \$ 1,719,306 | | \$ |
| 30.05.200 | Ballasted Turnout, No. 15 | EA | \$ 404,233 | \$ 412,031 | | Ś |
| 30.05.210 | Ballasted Diamond Crossover, No. 15 | EA | \$ 574,336 | | | \$ |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | TF | \$ 1,283 | \$ 1,308 | | \$ |
| 40.01 | Demolition, clearing, site preparation | | | | | \$ 1,243,63 |
| 40.01.010 40.01.050 | Demolition Allowance, Bridge | SF | \$ 26 | \$ 27 | | \$ |
| 40.01.060 | Demolition Allowance, Building (1 Story) Demolition Allowance, Building (2 Story) | SF SF | \$ 14 \$ 27 | \$ 14 \$ 28 | | \$ |
| 40.01.110 | Demolition Allowance, Standing (2 Story) Demolition Allowance, Asphalt Pavement | SY | \$ 27 \$ 56 | \$ 28 \$ 57 | 21,824.00 | \$ 1,243,63 |
| 40.01.140 | Demolition Allowance, Concrete Curb | LF | \$ 13 | \$ 13 | 21,824.00 | \$ 1,243,03 |
| 40.01.150 | Demolition Allowance, Concrete Sidewalk | SY | \$ 41 | \$ 42 | | \$ |
| 40.01.810 | Demolition Allowance, Remove Railroad Track | Route Mile | \$ 169,459 | \$ 172,728 | | \$ |
| 40.01.900 | Miscellanous Excavation & Support Items | LS | \$ 2,224 | \$ 2,267 | | \$ |
| 40.01.999 | Maintenance Of Traffic | LS | | | | \$ |
| 40.02 40.02.001 | Site utilities, utility relocation Utility Relocation Allowance, Level 1 | Route Mile | \$ 1,099,949 | \$ 1,121,169 | | \$ 502,22 \$ |
| 40.02.002 | Utility Relocation Allowance, Level 2 | Route Mile | \$ 1,978,427 | | | Ś |
| 40.02.003 | Utility Relocation Allowance, Level 3 | Route Mile | \$ 3,267,072 | | | \$ |
| 40.02.004 | Utility Relocation Allowance, Level 4 | Route Mile | \$ 3,906,355 | \$ 3,981,713 | | \$ |
| 40.02.005 | Utility Relocation Allowance, Level 5 | Route Mile | \$ 4,927,149 | \$ 5,022,198 | 0.10 | \$ 502,22 |
| 40.02.060 40.02.050 | Major Utility Relocation, Aerial Transmission Line | EA | \$ 8,600,000 | | | \$ |
| 40.02.050 | Site Utility Allowance | Route Mile | \$ 1,660,257 | \$ 1,692,285 | | \$ |
| 40.03.100 | Hazardous material, contaminated soil removal/mitigation, ground water treatm Hazardous Material Removal Allowance, Light | Route Mile | \$ 188,246 | \$ 191,877 | | \$ |
| 40.03.105 | Hazardous Material Removal Allowance, Medium | Route Mile | \$ 370,152 | \$ 377,293 | | \$ |
| 40.03.110 | Hazardous Material Removal Allowance, Heavy | Route Mile | \$ 555,734 | | | \$ |
| 40.03.150 | Removal of Contaminated Soil | CF | \$ 13 | \$ 14 | | \$ |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | | \$ - | 3% | | \$ 3,654,73 |
| 40.04.100 40.04.105 | Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium | Route Mile Route Mile | \$ 583,755 \$ 1,634,403 | \$ 595,016 | | \$ |
| 40.04.110 | Environmental Mitigation Allowance, Heavy | Route Mile | \$ 1,634,403 \$ 2,743,574 | \$ 1,665,932 \$ 2,796,500 | | \$ \$ |
| 40.05 | Site structures including retaining walls, sound walls | Noute Wille | \$ - | 2,730,300 | | \$ 57,433,18 |
| 40.05.012 | Retaining Wall - 1 Wall (12' Avg. Height) | LF | \$ 3,029 | \$ 3,088 | | \$ |
| 40.05.020 | Retaining Wall - 1 Wall (20' Avg. Height) | LF | \$ 3,944 | \$ 4,020 | | \$ |
| 40.05.030 | Retaining Wall - 1 Wall (30' Avg. Height) | LF | \$ 5,392 | \$ 5,496 | | \$ |
| 40.05.111 40.05.112 | Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | LF LE | \$ 804 | \$ 820 | 26 226 00 | \$ 57,422.10 |
| 40.05.112 | Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | LF LF | \$ 1,551 \$ 1,308 | \$ 1,581 \$ 1,334 | 36,326.00 | \$ 57,433,1 |
| 40.05.211 | Sound Wall - 1 Wall (8' Avg. Height) | LF LF | \$ 1,308 | \$ 1,334 | | \$ |
| 40.05.212 | Sound Wall - 1 Wall (16' Avg. Height) | LF | \$ - | \$ 400 | | \$ |
| 40.05.310 | Intrusion Protection Berm | LF | \$ 136 | \$ 139 | | \$ |
| 40.05.400 | Canal Realignments (10' X 8' Trench) | LF | \$ - | \$ 813 | | \$ |
| 40.05.401 | Canal Realignments (65' X 10' Trench) | LF | \$ - | \$ 3,251 | | \$ |
| 40.05.999 | Maintenance Of Traffic | LS | | 40/ | | \$ 4.972.0 |
| 40.06 40.07 | Temporary facilities and other indirect costs during construction Purchase or lease of real estate | Acre | | 4% | | \$ 4,872,97 \$ 4,909,10 |
| 40.07 | Highway/pedestrian overpass/grade separations | Acre | | | | \$ 4,909,10 |
| 40.08.145a | Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | EA | | \$ 3,577,704 | | \$ |
| 40.08.146a | Roadway Undercrossing HSR - SR 43 on H alignment | EA | | \$ 3,080,539 | | \$ |
| 40.08.147a | Roadway Undercrossing HSR - Private Road on H Alignment | EA | | \$ 972,574 | | \$ |
| 40.08.322 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks | EA | \$ 3,968,660 | \$ 4,045,219 | | \$ |
| 40.00: | Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | EA | \$ 4,632,802 | \$ 4,722,173 | | \$ |
| 40.08.324 | | | | | | |
| 40.08.326 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 2 tracks | EA EA | \$ 5,346,429 | | | \$ |
| | | EA EA EA | \$ 5,346,429 | \$ 5,449,567 \$ 11,324,363 \$ 15,659,613 | | \$ \$ |

| UNIT PRICE | DESCRIPTION | UNIT | | UNIT PRICE 3rd Quarter | UNIT PRICE (3rd Quarter | | | FNO-BFI ubsectio P | |
|------------|---|------------|----|---------------------------|----------------------------|-------|-----------|--------------------------|------------|
| ELEWENT | | | | 2009) | 2010) | | QTY | | COST |
| | Pedstrain Overcrossing | EA | | | \$ 2,10 | 0,000 | | \$ | - |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ 21,47 | 4,427 | | \$ | - |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ 16,95 | 6,405 | | \$ | - |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ 4,19 | 5,675 | | \$ | - |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ 4,93 | 1,722 | | \$ | - |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ 5,17 | 7,310 | | \$ | - |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ 5,72 | 3,229 | | \$ | - |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ 5,36 | 2,896 | | \$ | |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ 4,34 | 8,584 | | \$ | - |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ 72 | 3,886 | | \$ | |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | | | \$ 5,80 | 5,298 | 4.00 | \$ | 23,221,192 |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | | 7,967 | | \$ | |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | | 9,716 | | \$ | |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | _ | \$ 15,00 | | | Ś | _ |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | _ | \$ 25,98 | | | Ś | _ |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | / | 5,692 | | Ś | |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | EA | \$ | 5,341,703 | | 4,750 | | Ś | |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | \$ | | | | | \$ | - |
| 40.08.144 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | | | 6,516,967 | | 2,686 | | | - |
| 40.08.510 | | EA | \$ | 7,129,564 | | 7,100 | 67.042.00 | \$ | 4 407 000 |
| 40.08.510 | Roadway Modification, New AC Paving | SF | \$ | 17 | \$ | 18 | 67,043.00 | \$ | 1,187,960 |
| | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | SF | \$ | 21 | \$ | 21 | | \$ | |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | Route Mile | \$ | 549,929 | | 0,538 | 1.96 | \$ | 1,099,206 |
| 40.08.540 | Access Road Entrance Point | EA | \$ | 31,937 | | 2,553 | 3.00 | \$ | 97,658 |
| 40.08.550 | Streetscaping Allowance | ESF | \$ | 343 | \$ | 350 | | \$ | |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert | EA | \$ | - | \$ 2 | 0,000 | 17.00 | \$ | 340,000 |
| 40.08.999 | Maintenance Of Traffic | LS | | | | | | \$ | - |
| 50.01 | Wayside signaling equipment | | | | | | | \$ | 8,669,828 |
| 50.01.010 | Train Controls (ATC) | Route Mile | \$ | 1,128,300 | | 0,066 | 6.88 | \$ | 7,912,454 |
| 50.01.011 | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | 1,692,450 | | 5,099 | | \$ | |
| 50.01.020 | Wayside Protection System | Route Mile | \$ | 108,000 | | 0,083 | 6.88 | \$ | 757,374 |
| 50.01.021 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 162,000 | | 5,125 | | \$ | |
| 50.01.030 | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ 13 | 8,581 | | \$ | - |
| 50.05 | Communications | | | | | | | \$ | 1,346,443 |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ 19 | 5,704 | 6.88 | \$ | 1,346,443 |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ 24 | 4,630 | | \$ | - |
| 60.02 | Traction power supply: Substations | | | | | | | \$ | 18,051,822 |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | \$ 2,47 | 1,835 | 6.88 | \$ | 17,006,223 |
| 60.02.102 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | \$ 12,10 | 3,061 | | \$ | - |
| 60.02.101 | Traction Power Supply- 4 Tracks | Route Mile | \$ | 3,881,250 | \$ 3,95 | 6,123 | | \$ | - |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ 78 | 6,815 | 1.00 | \$ | 786,815 |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ 29 | 7,723 | | \$ | |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | \$ 25 | 8,784 | 1.00 | \$ | 258,784 |
| 60.03 | Traction power distribution: Catenary and third rail | | | | | | | \$ | 14,858,556 |
| 60.03.100 | Traction Power Distribution | Route Mile | \$ | 2,118,800 | \$ 2,15 | 9,674 | 6.88 | \$ | 14,858,556 |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | | 8,186 | | \$ | ,, |
| 60.03.100 | Traction Power Distribution- 4 Tracks | Route Mile | Ś | 3,178,200 | | 9,511 | | 1 | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection A1 | |
|------------------------|---|--------------------------|----------------------------------|----------------------------------|----------|--------------------------|----------|
| ELLINEIT | | | 2009) | 2010) | QTY | | COST |
| 10.01 | Track structure: Viaduct | | | | | \$ | 67,994,6 |
| 10.01.122 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | \$ 36,624,377 | | \$ | |
| 10.01.123 | Elevated Structure - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 45,285,042 | \$ 46,158,636 | | \$ | |
| 10.01.124 | Elevated Structure - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 46,232,612 | \$ 47,124,486 | | \$ | |
| 10.01.125 | Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 47,180,084 | \$ 48,090,235 | 1 | \$ | |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 64,502,791 | \$ 65,747,114 | | \$ | |
| 10.01.127 | | Route Mile | \$ 66,081,681 | \$ 67,356,463 | 0.16 | \$ | C 002 F |
| 10.01.222 10.01.223 | Elevated Structure - 2 Track (20' Avg. Pier Ht) Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | 0.16 | \$ | 6,992,5 |
| 10.01.224 | Elevated Structure - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 52,578,482 \$ 53,525,409 | \$ 53,592,774 \$ 54,557,967 | 0.39 | \$ \$ | 20,858,5 |
| 10.01.225 | Elevated Structure - 2 Track (50' Avg. Pier Ht) | Route Mile Route Mile | \$ 54,473,243 | \$ 54,557,967 \$ 55,524,087 | 0.74 | \$ | 40,143,5 |
| 10.01.226 | Elevated Structure - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 71,796,207 | \$ 73,181,228 | 1 | \$ | |
| 10.01.227 | Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 73,374,892 | \$ 74,790,367 | | \$ | |
| 10.01.242 | Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 82,812,928 | \$ 84,410,473 | | \$ | |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 101,501,272 | \$ 103,459,333 | | \$ | |
| 10.01.244 | Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 103,395,885 | \$ 105,390,496 | 1 | \$ | |
| 10.01.245 | Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile | \$ 105,253,245 | \$ 107,283,686 | | \$ | |
| 10.01.246 | Elevated Structure - 4 Track (60' Avg. Pier Ht) | Route Mile | \$ 141,642,485 | \$ 144,374,910 | | \$ | |
| 10.01.247 | Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile | \$ 144,884,105 | \$ 147,679,065 | | \$ | |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 39,541,927 | \$ 40,304,730 | l | \$ | |
| 10.01.323 | Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 49,862,619 | \$ 50,824,519 | i | \$ | |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 50,914,824 | \$ 51,897,022 | l | \$ | |
| 10.01.325 | Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 51,967,437 | \$ 52,969,941 | l | \$ | |
| 10.01.326 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 62,798,549 | \$ 64,009,996 | | \$ | |
| 10.01.327 | Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 64,181,981 | \$ 65,420,116 | 1 | \$ | |
| 10.01.422 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 47,694,536 | \$ 48,614,611 | | \$ | |
| 10.01.423 | Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 58,014,969 | \$ 59,134,136 | | \$ | |
| 10.01.424 10.01.425 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 59,067,487 | \$ 60,206,958 | | \$ \$ | |
| 10.01.426 | Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile Route Mile | \$ 60,120,295 \$ 70,951,046 | \$ 61,280,076 \$ 72,319,762 | | \$ | |
| 10.01.427 | Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 70,951,046 \$ 72,334,586 | \$ 72,319,762 \$ 73,729,993 | | \$ | |
| 10.01.431 | Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | Route Mile | \$ 235,649,714 | \$ 240,195,634 | | \$ | |
| 10.01.432 | Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) | Route Mile | \$ 239,350,822 | \$ 243,968,140 | | \$ | |
| 10.01.512 | Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 70,118,523 | \$ 71,471,180 | | Ś | |
| 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 74,724,468 | \$ 76,165,978 | | \$ | |
| 10.01.514 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 76,108,232 | \$ 77,576,437 | | \$ | |
| 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 77,528,913 | \$ 79,024,523 | | \$ | |
| 10.01.516 | Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 78,976,112 | \$ 80,499,641 | | \$ | |
| 10.01.522 | Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 77,411,338 | \$ 78,904,680 | | \$ | |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 82,017,601 | \$ 83,599,803 | | \$ | |
| 10.01.524 | Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 83,401,267 | \$ 85,010,162 | | \$ | |
| 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 84,822,267 | \$ 86,458,574 | | \$ | |
| 10.01.526 10.01.612 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 86,267,477 | \$ 87,931,664 | | \$ | |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (20 Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile Route Mile | \$ 111,218,191 \$ 116,892,249 | \$ 113,363,701 \$ 119,147,218 | | \$ \$ | |
| 10.01.614 | Elevated Structure Straddle over 4 RR - 1 Track (30 Avg. Pier Ht) | Route Mile | \$ 116,892,249 \$ 119,418,218 | . , , | | \$ | |
| 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | | \$ 121,721,915 \$ 124,258,848 | | Ś | |
| 10.01.622 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 118,511,296 | | | \$ | |
| 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 124,185,450 | \$ 126,581,112 | | \$ | |
| 10.01.624 | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 126,711,251 | \$ 129,155,638 | 1 | \$ | |
| 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 129,200,143 | \$ 131,692,544 | 1 | \$ | |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 131,726,304 | \$ 134,267,437 | l | \$ | |
| 10.01.700 | Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 126,282,645 | \$ 128,718,764 | l | \$ | |
| 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 131,933,691 | \$ 134,478,825 | l | \$ | |
| 10.01.702 | Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 134,449,679 | \$ 137,043,348 | l | \$ | |
| 10.01.944 | Elevated Structure - 2 Track w/ 2 Single Trenches | Route Mile | \$ - | \$ - | l | \$ | |
| 10.01.950 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 44,000,000 | \$ 44,848,804 | l | \$ | |
| 10.01.951 | PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 58,000,000 | \$ 59,118,878 | i | \$ | |
| 10.01.960 | Stream Crossings HST Structure Box Culverts | EA | \$ 20,000 | \$ 20,386 | | \$ | |
| 10.01.999 | Maintenance Of Traffic | LS | 4 | | | \$ | |
| 10.02 | Track structure: Major/Movable bridge | 2 | \$ - | 40.000.400 | | \$ | |
| 10.02.013 10.02.023 | Bridge Structure - 3 span with 1 Track Bridge Structure - 3 span with 2 Track | Route Mile Route Mile | \$ 47,326,516 \$ 66,899,099 | \$ 48,239,492 \$ 68,189,650 | l | \$ \$ | |
| 10.02.023 | Bridge Structure - 3 span with 4 Track | Route Mile | \$ 100,045,360 | \$ 101,975,335 | l | \$ | |
| 10.02.044a | Bridge Structure - 2 Track Steel Truss Bridges | Route Mile | \$ 100,045,360 | \$ 101,975,535 | i | \$ | |
| 10.02.045a | Bridge Structure - SJVR Spur - Trench Cover | EA | \$ - | \$ 1,564,672 | i | \$ | |
| 10.02.046a | Bridge Structure - SJVR Spur - Rail Bridge | EA | \$ - | \$ 1,289,565 | i | \$ | |
| 10.02.047a | Bridge Structure - Dry Creek Canal Water bridge | EA | \$ - | \$ 3,283,677 | l | \$ | |
| 10.02.999 | Maintenance Of Traffic | LS | | | <u> </u> | \$ | |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) | | \$ - | | | \$ | 44,066,2 |
| 10.05.111 | At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) | Route Mile | \$ 1,919,183 | \$ 1,956,206 | i | \$ | |
| 10.05.112 | At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,040,609 | \$ 3,099,266 | l | \$ | |
| 10.05.113 | At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) | Route Mile | \$ 4,437,362 | \$ 4,522,964 | i | \$ | |
| 10.05.114 | At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 6,095,891 | \$ 6,213,487 | i | \$ | |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 2,527,904 | \$ 2,576,670 | i | \$ | |
| 10.05.122 | At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,873,994 | \$ 3,948,727 | i | \$ | |
| 10.05.123 | At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | \$ 5,488,286 | \$ 5,594,161 | l | \$ | |
| 10.05.124 10.05.126 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 7,375,140 | \$ 7,517,413 | l | \$ | |
| 10.05.126 | At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile | \$ 17,706,798 | \$ 18,048,380 | l | \$ | |
| 10.00.120 | Stade trade and out - E trade (or Arg. EAC Deptit) | Route Mile Route Mile | \$ 32,673,082 \$ 52,529,924 | \$ 33,303,379 \$ 53,543,279 | i | \$ \$ | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: A1 |
|------------------------|--|--------------------------|----------------------------------|----------------------------------|-------|---------------------------|
| ELLIVEIT | | | 2009) | 2010) | QTY | COST |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ 77,047,580 | \$ 78,533,905 | | \$ |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | | \$ 3,624,578 | | \$ |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ 5,002,163 | \$ 5,098,660 | | \$ |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,255,789 | \$ 1,280,015 | | \$ |
| 10.05.212 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,824,123 | \$ 1,859,312 | | \$ |
| 10.05.213 | At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) | Route Mile | \$ 2,574,079 | \$ 2,623,735 | | \$ |
| 10.05.214 | At-Grade Track bod in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile | \$ 3,508,477 | \$ 3,576,159 | | \$ |
| 10.05.221 10.05.222 | At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) At-Grade Track-bed in Fill - 2 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,804,472 | \$ 1,839,282 | 17.10 | \$ \$ 44,066,22 |
| 10.05.222 | At-Grade Track-bed in Fill - 2 Track (10 Avg. Fill Ht) At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile Route Mile | \$ 2,514,964 \$ 3,420,413 | \$ 2,563,480 | 17.19 | \$ 44,066,22 \$ |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ 3,420,413 \$ 4,498,944 | \$ 3,486,396 \$ 4,585,733 | | \$ |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ 10,874,062 | \$ 11,083,833 | | Ś |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ 20,392,304 | | | Ś |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ 33,180,092 | \$ 33,820,169 | | Ś |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ 48,985,268 | \$ 49,930,243 | | \$ |
| 10.05.241 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ 2,473,684 | \$ 2,521,404 | | \$ |
| 10.05.261 | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,162,050 | \$ 3,223,050 | | \$ |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ 5,441,105 | \$ 5,546,070 | | \$ |
| 10.05.999 | Maintenance Of Traffic | LS | | | | \$ |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | | | | | \$ |
| 10.06.210 | At-Grade Track-bed with Closed Drainage - 1 Track | Route Mile | \$ 1,366,385 | | | \$ |
| 10.06.220 | At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | \$ 2,168,933 | | | \$ |
| 10.06.230 | At-Grade Track-bed with Closed Drainage - 3 Track | Route Mile | \$ 2,660,843 | | | \$ |
| 10.06.240 10.06.999 | At-Grade Track-bed with Closed Drainage - 4 Track Maintenance Of Traffic | Route Mile | \$ 3,039,420 | \$ 3,098,053 | | \$ |
| 10.07 | Track structure: Tunnel | LS | | | | \$ |
| 10.07.101 | TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ 121,440,000 | \$ 123,782,700 | | \$ |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ 179,520,000 | | | \$ |
| 10.07.103 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ 158,400,000 | | | Ś |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | | | | Ś |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | \$ 227,040,000 | \$ 231,419,830 | | \$ |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ 205,920,000 | \$ 209,892,404 | | \$ |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ 464,640,000 | \$ 473,603,373 | | \$ |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | \$ 147,840,000 | \$ 150,691,982 | | \$ |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ 364,320,000 | \$ 371,348,099 | | \$ |
| 10.07.205 | D&B Double Track Tunnel 50ft ID in hard rock (competent) | Route Mile | \$ 232,320,000 | \$ 236,801,686 | | \$ |
| 10.07.206 | D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile | \$ 485,760,000 | | | \$ |
| 10.07.301 | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile | \$ 374,880,000 | \$ 382,111,812 | | \$ |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ 454,080,000 | \$ 462,839,659 | | \$ |
| 10.07.303 10.07.304 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ 269,280,000 | | | \$ |
| 10.07.305 | SEM Double Track Tunnel 40ft ID in soft ground (poor) SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | \$ 306,240,000 \$ 396,000,000 | \$ 312,147,677 \$ 403,639,238 | | \$ |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (poor) | Route Mile Route Mile | \$ 448,800,000 | | | Ś |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile | \$ 237,600,000 | \$ 242,183,543 | | Ś |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ 274,560,000 | | | Š |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ 179,520,000 | | | Ś |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ 248,160,000 | | | \$ |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) | Route Mile | \$ 290,400,000 | \$ 296,002,108 | | \$ |
| 10.07.406 | RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ 401,280,000 | \$ 409,021,094 | | \$ |
| 10.07.207 | D&B Cross Passage conservative cost in rock | Linear Feet | \$ 28,000 | \$ 28,540 | | \$ |
| 10.07.407 | RH Cross Passage conservative cost in soft rock | Linear Feet | \$ 25,000 | \$ 25,482 | | \$ |
| 10.07.501 | Cross Passage in Soft Ground (competent) | Linear Feet | \$ 33,000 | \$ 33,637 | | \$ |
| 10.07.502 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ 84,000 | \$ 85,620 | | \$ |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 90,688,401 | \$ 92,437,871 | | \$ |
| 10.07.115 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 107,082,440 | \$ 109,148,168 | | \$ |
| 10.07.116 10.07.214 | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 135,385,066 | \$ 137,996,780 | | \$ |
| 10.07.214 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 141,194,360 | \$ 143,918,141 | | \$ |
| 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (50 Avg. Exc Depth) Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile Route Mile | \$ 163,855,983 \$ 202,718,337 | \$ 167,016,929 \$ 206,628,977 | | \$ |
| 10.07.224 | Cut & Cover Box - 2 Track/ 7 Box (40' Avg. Exc Depth) | Route Mile | \$ 189,027,415 | \$ 192,673,943 | | \$ |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile | \$ 221,996,334 | \$ 226,278,866 | | \$ |
| 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | \$ 278,841,077 | \$ 284,220,202 | | \$ |
| 10.07.414 | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 206,677,660 | \$ 210,664,680 | | \$ |
| 10.07.415 | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 237,737,305 | \$ 242,323,497 | | \$ |
| 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 291,302,754 | \$ 296,922,277 | | \$ |
| 10.07.526a | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile | \$ - | \$ 434,924,098 | | \$ |
| 10.07.801 | Ventilation Shaft | VF | \$ 13,627 | \$ 13,890 | | \$ |
| 10.07.802 | Mid-Line Ventilation Structure | LS | \$ 8,742,980 | \$ 8,911,641 | | \$ |
| 10.07.803 | Tunnel Portal Structure | LS | \$ 8,089,108 | \$ 8,245,155 | | \$ |
| 10.07.805 | Emergency Access Shaft | VF | \$ 22,520 | | | \$ |
| 10.07.850 | Pumping Station Machanical & Electrical Allowance for Underground (Single) | EA | \$ 212,310 | \$ 216,405 | | \$ |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) | Route Mile | | \$ 7,496,882 | | \$ |
| 10.07.902 | Mechanical & Electrical Allowance for Underground (Double) | Route Mile | \$ 14,710,177 | | | \$ |
| 10.07.920 | Ventilation Equipment Allowance Double Deck - 2 Track Trench on Top of 2 Track C&C Box | EA Bouto Mile | | | | \$ |
| 10.07.922 10.07.950 | Allowance for Construction Monitoring | Route Mile | \$ 210,906,243 | \$ 214,974,836 | | \$ |
| | - | Route Mile | \$ 145,939 | \$ 148,754 | | \$ 21,703,3 |
| 10.08 10.08.211 | Track structure: Retaining walls and systems Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 25,829,576 | \$ 26,327,855 | | \$ 21,703, |
| 10.08.212 | Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 67,586,123 | | | \$ |
| 10.08.213 | Retained Cut, Trench - 1 Track (30' Avg. Exc Depth) | Route Mile | \$ 127,460,002 | | | \$ |
| | | | | ,,555 | | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | FNO-BFD ubsection: A1 |
|---|--|----------------------------|--|---|-------|-----------------------------|
| ELLIVIEW | | | 2009) | 2010) | QTY | COST |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,868 | \$ 93,174,275 | | \$ |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | \$ 163,304,293 | | | \$ |
| 10.08.224 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 291,740,935 | | | \$ |
| 10.08.241 10.08.242 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) | Route Mile Route Mile | \$ 47,685,463 \$ 111,376,696 | | | \$ |
| 10.08.243 | Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) | Route Mile | \$ 192,038,567 | | | \$ |
| 10.08.344 | Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile | \$ 295,374,114 | | | \$ |
| 10.08.346 | Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile | \$ 356,356,513 | \$ 363,230,988 | | \$ |
| 10.08.411 | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 8,667,052 | | | \$ |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 24,952,856 | | | \$ |
| 10.08.413 10.08.421 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 43,794,002 \$ 9,335,195 | \$ 44,638,832 \$ 9,515,280 | | \$ \$ |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile Route Mile | \$ 25,915,008 | | 0.30 | \$ 7,924,48 |
| 10.08.423 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 45,060,437 | \$ 45,929,698 | 0.30 | \$ 13,778,91 |
| 10.08.432 | Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,723,268 | | | \$ |
| 10.08.441 | Retained Fill, Walls Both Sides - 4 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,573,053 | \$ 9,757,727 | | \$ |
| 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 26,163,983 | | | \$ |
| 10.08.461 10.08.999 | Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) Maintenance Of Traffic | Route Mile | \$ 9,858,094 | \$ 10,048,266 | | \$ |
| 10.08.999 | Track new construction: Conventional ballasted | LS | \$ - | | | \$ \$ 43,953,04 |
| 10.09.110 | Ballasted Track | Route Mile | \$ 1,820,565 | \$ 1,855,686 | | \$ 43,953,04 |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | \$ 1,221,280 | \$ 1,244,839 | | \$ |
| 10.09.120 | Ballasted Track - 2 Track | Route Mile | \$ 3,416,549 | | | \$ |
| 10.09.122 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile | \$ 2,423,901 | \$ 2,470,660 | 17.79 | \$ 43,953,04 |
| 10.09.240 | Ballasted Track - 2 Track (Station Track) | Route Mile | \$ 7,244,923 | \$ 7,384,685 | | \$ |
| 10.09.132 | Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | \$ 3,580,069 | \$ 3,649,132 | | \$ |
| 10.09.142 | Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ 4,521,614 | \$ 4,608,840 | | \$ |
| 10.09.162 | Ballasted Track (Track Laying Machine) - 6 Track | Route Mile | \$ 6,782,421 | \$ 6,913,261 | | \$ |
| 10.09.810 10.09.820 | Ballasted Freight Track - 1 Track Ballasted Freight Track - 2 Track | Route Mile | \$ 1,554,241 | \$ 1,584,224 | | \$ \$ |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile Route Mile | \$ 3,089,739 \$ 4,645,413 | \$ 3,149,343 \$ 4,735,027 | | \$ |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile | \$ 91,367 | \$ 93,129 | | Ś |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ 162,843 | | | Ś |
| 10.09.922 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile | \$ 325,778 | \$ 332,063 | | \$ |
| 10.09.923 | Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ 488,667 | \$ 498,094 | | \$ |
| 10.09.924 | Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ 651,556 | \$ 664,125 | | \$ |
| 10.10 | Track new construction: Non-ballasted | | \$ - | | | \$ 4,728,77 |
| 10.10.110 10.10.120 | Direct Fixation Track - 1 Track Direct Fixation Track - 2 Track | Route Mile | \$ 1,812,497 | | 4.20 | \$ |
| 10.10.140 | Direct Fixation Track - 2 Track | Route Mile Route Mile | \$ 3,624,438 \$ 7,293,868 | | 1.28 | \$ 4,728,77 \$ |
| 10.10.210 | Independent Dual Block Track - 1 Track | Route Mile | \$ 3,338,726 | \$ 3,403,134 | | \$ |
| 10.10.220 | Independent Dual Block Track - 2 Track | Route Mile | \$ 6,676,744 | \$ 6,805,545 | | Ś |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile | \$ 13,353,468 | \$ 13,611,070 | | \$ |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | | \$ - | | | \$ 2,064,44 |
| 10.14.100 | Direct Fixation Turnout (60 MPH) | EA | \$ 477,018 | | | \$ |
| 10.14.105 | Direct Fixation Turnout (80 MPH) | EA | \$ 630,650 | | | \$ |
| 10.14.110 10.14.115 | Direct Fixation Turnout (110 MPH) Direct Fixation Turnout (150 MPH) | EA | \$ 887,327 | | | \$ |
| 10.14.113 | Direct Fixation Crossover (60 MPH) | EA EA | \$ 1,220,877 \$ 879,265 | | | \$ |
| 10.14.135 | Direct Fixation Crossover (80 MPH) | EA | \$ 1,188,515 | | | Ş S |
| 10.14.140 | Direct Fixation Crossover (110 MPH) | EA | \$ 1,647,309 | \$ 1,679,087 | | Š |
| 10.14.145 | Direct Fixation Crossover (150 MPH) | EA | \$ 2,254,990 | | | \$ |
| 10.14.199 | Ballasted Turnout (25 MPH) | EA | \$ 130,500 | \$ 133,017 | | \$ |
| 10.14.200 | Ballasted Turnout (60 MPH) | EA | \$ 396,172 | \$ 403,814 | | \$ |
| 10.14.205 | Ballasted Turnout (80 MPH) | EA | \$ 533,623 | | | \$ |
| 10.14.210 | Ballasted Turnout (110 MPH) | EA | \$ 739,770 | \$ 754,041 | | \$ |
| 10.14.215 10.14.300 | Ballasted Turnout (150 MPH) Ballasted Crossover (60 MPH) | EA | \$ 1,012,686 | | 2.00 | \$ 2,064,44 |
| 10.14.305 | Ballasted Crossover (80 MPH) | EA | \$ 731,709 \$ 986,399 | \$ 745,824 \$ 1,005,427 | | \$ \$ |
| 10.14.310 | Ballasted Crossover (100 MPH) | EA EA | \$ 986,399 \$ 1,372,407 | | | \$ |
| 10.14.315 | Ballasted Crossover (150 MPH) | EA | \$ 1,877,814 | \$ 1,914,039 | | Ś |
| 10.14.400 | Terminal - Bumping Post | EA | \$ 27,763 | \$ 28,299 | | Ś |
| 20.01 | Station buildings: Intercity passenger rail only | | | | | \$ |
| 20.01.100 | Anaheim Station | LS | \$ 94,508,725 | \$ 96,331,893 | | \$ |
| 20.01.105 | Millbrae Station | LS | \$ 24,939,819 | | | \$ |
| 20.01.105 | Millbrae Station - Site Elements | LS | \$ 24,939,819 | | | \$ |
| 20.01.110 | LA Union Station | LS | \$ 193,627,800 | | | \$ |
| | Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements | LS | \$ 51,451,014 | | | \$ |
| 20.02.200 | Norwalk Station - Site Elements | LS LS | \$ 6,667,755 \$ 46,561,775 | | | \$ \$ |
| 20.02.201 | | LS | \$ 46,561,775 | | | \$ |
| | Norwalk Station - Site Elements | LS | \$ 55,108,000 | | | \$ |
| 20.02.201 20.02.205 | Norwalk Station - Site Elements Tulare Station | Lo | | | | Ś |
| 20.02.201 20.02.205 20.02.206 | | LS | \$ 19,174,756 | 7 13,344,030 | | |
| 20.02.201 20.02.205 20.02.206 20.02.210 | Tulare Station | | \$ 19,174,756 \$ 68,723,791 | | | \$ |
| 20.02.201 20.02.205 20.02.206 20.02.210 20.02.211 20.02.215 20.02.216 | Tulare Station Tulare Station - Site Elements Gilroy Station Gilroy Station - Site Elements | LS | | \$ 70,049,542 | | 1 ' |
| 20.02.201 20.02.205 20.02.206 20.02.210 20.02.211 20.02.215 20.02.216 20.02.220 | Tulare Station Tulare Station - Site Elements Gilroy Station Gilroy Station - Site Elements Burbank Station | LS LS LS | \$ 68,723,791 \$ 9,586,063 \$ 61,155,850 | \$ 70,049,542 \$ 9,770,987 \$ 62,335,608 | | \$ \$ \$ |
| 20.02.201 20.02.205 20.02.206 20.02.210 20.02.211 20.02.215 20.02.216 20.02.220 20.02.221 | Tulare Station Tulare Station - Site Elements Gilroy Station Gilroy Station - Site Elements Burbank Station Burbank Station - Site Elements | LS LS LS LS | \$ 68,723,791 \$ 9,586,063 \$ 61,155,850 \$ 13,393,012 | \$ 70,049,542 \$ 9,770,987 \$ 62,335,608 \$ 13,651,377 | | \$ \$ \$ \$ |
| 20.02.201 20.02.205 20.02.206 20.02.210 20.02.211 20.02.215 20.02.216 20.02.220 20.02.221 | Tulare Station Tulare Station - Site Elements Gilroy Station Gilroy Station - Site Elements Burbank Station Burbank Station - Site Elements San Jose Station | LS LS LS LS LS | \$ 68,723,791 \$ 9,586,063 \$ 61,155,850 \$ 13,393,012 \$ 70,224,925 | \$ 70,049,542 \$ 9,770,987 \$ 62,335,608 \$ 13,651,377 \$ 71,579,634 | | \$ \$ \$ \$ \$ |
| 20.02.201 20.02.205 20.02.206 20.02.210 20.02.211 20.02.215 20.02.216 20.02.220 20.02.221 | Tulare Station Tulare Station - Site Elements Gilroy Station Gilroy Station - Site Elements Burbank Station Burbank Station - Site Elements | LS LS LS LS | \$ 68,723,791 \$ 9,586,063 \$ 61,155,850 \$ 13,393,012 | \$ 70,049,542 \$ 9,770,987 \$ 62,335,608 \$ 13,651,377 \$ 71,579,634 \$ 11,667,841 | | \$ \$ \$ \$ |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | FNO-BFD ubsection: A1 |
|---------------------------|--|--------------------------|--------------------------------|---|----------|-----------------------------|
| LLLIVILIVI | | | 2009) | 2010) | QTY | соѕт |
| 20.02.235 | Fresno Station | LS | \$ 65,863,950 | | | \$ |
| 20.02.236 | Fresno Station - Site Elements | LS | \$ 9,639,938 | | | \$ |
| 20.02.240 20.02.241 | Bakersfield Station Bakersfield Station - Site Elements | LS | \$ 67,643,575 | | | \$ \$ |
| 20.02.241 | Palmdale Station | LS LS | \$ 12,084,938 \$ 68,151,875 | | | \$ |
| 20.02.246 | Palmdale Station - Site Elements | LS | \$ 16,760,249 | \$ 17,083,571 | | Ś |
| 20.02.250 | Sylmar Station | LS | \$ 68,151,875 | \$ 69,466,593 | | \$ |
| 20.02.251 | Sylmar Station - Site Elements | LS | \$ 20,560,115 | \$ 20,956,740 | | \$ |
| 20.02.300 | At-Grade Station | LS | \$ - | \$ 68,000,000 | | \$ |
| 20.06 20.06.120 | Pedestrian / bike access and accommodation, landscaping, parking lots | | | | | \$ |
| 20.06.120 | Pedestrian Access (Cut & Cover) Pedestrian Plaza | LF SF | \$ 18,340 \$ 33 | \$ 18,694 \$ 34 | | \$ \$ |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | \$ 287,837 | \$ 293,389 | | Ś |
| 20.06.210 | Parking - At Grade | STL | \$ 3,330 | \$ 3,394 | | \$ |
| 20.06.250 | Parking - Structured (Above Grade) | STL | \$ 21,812 | \$ 22,233 | | \$ |
| 20.06.800 | Landscaping Allowance | SF | \$ 3 | \$ 3 | | \$ |
| 20.06.810 | Landscaping Allowance, Guideway | Route Mile | \$ 175,476 | \$ 178,861 | | \$ |
| 20.07 | Automobile, bus, van accessways including roads | | | | | |
| 30.02 30.02.010 | Light maintenance facility Light Maintenance Facility (LMF) | EA | \$ 105,006,028 | \$ 107,031,700 | | \$ |
| 30.03 | Heavy maintenance facility | | 2 103,000,028 | 2 107,031,700 | | \$ |
| 30.03.010 | Heavy Maintenance Facility (HMF) | EA | \$ 223,630,679 | \$ 227,944,740 | | \$ |
| 30.04 | Storage or maintenance-of-way building/bases | | | | | \$ |
| 30.04.010 | Maintenance of Way Facility (MOWF) | EA | \$ 11,711,592 | \$ 11,937,521 | | \$ |
| 30.05 | Yard and yard track | | | | | \$ |
| 30.05.110 30.05.200 | Ballasted Track - Yard Track Ballasted Turnout, No. 15 | Route Mile | \$ 1,686,767 | \$ 1,719,306 | | \$ \$ |
| 30.05.210 | Ballasted Diamond Crossover, No. 15 | EA EA | \$ 404,233 \$ 574,336 | \$ 412,031 \$ 585,415 | | \$ |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | TF | \$ 1,283 | \$ 1,308 | | s |
| 40.01 | Demolition, clearing, site preparation | | , , , , , | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | \$ |
| 40.01.010 | Demolition Allowance, Bridge | SF | \$ 26 | \$ 27 | | \$ |
| 40.01.050 | Demolition Allowance, Building (1 Story) | SF | \$ 14 | \$ 14 | | \$ |
| 40.01.060 | Demolition Allowance, Building (2 Story) | SF | \$ 27 | \$ 28 | | \$ |
| 40.01.110 40.01.140 | Demolition Allowance, Asphalt Pavement Demolition Allowance, Concrete Curb | SY | \$ 56 \$ 13 | \$ 57 | | \$ \$ |
| 40.01.150 | Demolition Allowance, Concrete Sidewalk | LF SY | \$ 13 \$ 41 | \$ 13 \$ 42 | | \$ |
| 40.01.810 | Demolition Allowance, Remove Railroad Track | Route Mile | \$ 169,459 | \$ 172,728 | | Ś |
| 40.01.900 | Miscellanous Excavation & Support Items | LS | \$ 2,224 | \$ 2,267 | | Š |
| 40.01.999 | Maintenance Of Traffic | LS | | | | \$ |
| 40.02 | Site utilities, utility relocation | | | | | \$ 1,004,44 |
| 40.02.001 | Utility Relocation Allowance, Level 1 | Route Mile | \$ 1,099,949 | | | \$ |
| 40.02.002 40.02.003 | Utility Relocation Allowance, Level 2 Utility Relocation Allowance, Level 3 | Route Mile | \$ 1,978,427 | | | \$ |
| 40.02.003 | Utility Relocation Allowance, Level 4 | Route Mile Route Mile | \$ 3,267,072 \$ 3,906,355 | \$ 3,330,097 \$ 3,981,713 | | \$ |
| 40.02.005 | Utility Relocation Allowance, Level 5 | Route Mile | \$ 4,927,149 | | 0.20 | \$ 1,004,44 |
| 40.02.060 | Major Utility Relocation, Aerial Transmission Line | EA | \$ 8,600,000 | | | \$ |
| 40.02.050 | Site Utility Allowance | Route Mile | \$ 1,660,257 | | | \$ |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatm | 1 | \$ - | | | \$ |
| 40.03.100 | Hazardous Material Removal Allowance, Light | Route Mile | \$ 188,246 | | | \$ |
| 40.03.105 40.03.110 | Hazardous Material Removal Allowance, Medium Hazardous Material Removal Allowance, Heavy | Route Mile | \$ 370,152 | \$ 377,293 | | \$ |
| 40.03.110 | Removal of Contaminated Soil | Route Mile CF | \$ 555,734 \$ 13 | \$ 566,454 \$ 14 | | \$ |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | Ci | \$ - | 3% | | \$ 6,794,44 |
| 40.04.100 | Environmental Mitigation Allowance, Light | Route Mile | \$ 583,755 | \$ 595,016 | | \$ |
| 40.04.105 | Environmental Mitigation Allowance, Medium | Route Mile | \$ 1,634,403 | \$ 1,665,932 | | \$ |
| 40.04.110 | Environmental Mitigation Allowance, Heavy | Route Mile | \$ 2,743,574 | \$ 2,796,500 | | \$ |
| 40.05 40.05.012 | Site structures including retaining walls, sound walls | | \$ - | å 2000 | | \$ 10,044,40 |
| 40.05.012 | Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) | LF LF | \$ 3,029 \$ 3,944 | \$ 3,088 \$ 4,020 | | \$ \$ |
| 40.05.030 | Retaining Wall - 1 Wall (30' Avg. Height) | LF LF | \$ 5,392 | \$ 4,020 | | \$ |
| 40.05.111 | Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | LF | \$ 804 | \$ 820 | | \$ |
| 40.05.112 | Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | LF | \$ 1,551 | \$ 1,581 | 6,353.00 | \$ 10,044,40 |
| 40.05.120 | Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | LF | \$ 1,308 | \$ 1,334 | | \$ |
| 40.05.211 | Sound Wall - 1 Wall (8' Avg. Height) | LF | \$ 205 | \$ 209 | | \$ |
| 40.05.212 | Sound Wall - 1 Wall (16' Avg. Height) | LF | \$ - | \$ 400 | | \$ |
| 40.05.310 40.05.400 | Intrusion Protection Berm Canal Realignments (10' X 8' Trench) | LF LF | \$ 136 \$ - | \$ 139 \$ 813 | | \$ \$ |
| 40.05.400 | Canal Realignments (10 X o Trench) Canal Realignments (65' X 10' Trench) | LF LF | \$ - | \$ 813 | | \$ |
| 40.05.999 | Maintenance Of Traffic | LS | _ | 3,251 | | \$ |
| 40.06 | Temporary facilities and other indirect costs during construction | | | 4% | | \$ 9,059,26 |
| 40.07 | Purchase or lease of real estate | Acre | | | | \$ 13,155,50 |
| 40.08 | Highway/pedestrian overpass/grade separations | | | | | \$ 30,922,2 |
| 40.08.145a | Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | EA | | \$ 3,577,704 | | \$ |
| 40.08.146a 40.08.147a | Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment | EA | | \$ 3,080,539 | | \$ |
| 40.08.147a 40.08.322 | Roadway Overcrossing HSR - Private Road on H Alignment Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks | EA EA | \$ 3,968,660 | \$ 972,574 | | \$ |
| 40.08.324 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | EA EA | \$ 3,968,660 \$ 4,632,802 | \$ 4,045,219 \$ 4,722,173 | | \$ |
| | Roadway Overcrossing HSR - 6 lane retained fill roadway over 2 tracks | EA | \$ 5,346,429 | | | \$ |
| 40.08.326 | · · · · · · · · · · · · · · · · · · · | | . 5,545,425 | | | |
| 40.08.326 40.08.341a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 5 spans | EA | | \$ 11,324,363 | | \$ |
| | Roadway Overcrossing HSR - 2 lane retained fill roadway - 5 spans Roadway Overcrossing HSR - 4 lane retained fill roadway - 5 spans | EA EA | | \$ 11,324,363 \$ 15,659,613 | | \$ |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | | UNIT PRICE (3rd Quarter | | FNO-BFD Subsection: A1 | | |
|-----------------------|---|------------|----------------------------|------------|----------------------------|------------|------------------------------|----|-------------|
| LLLIVILINI | | | | 2009) | | 2010) | QTY | | cost |
| | Pedstrain Overcrossing | EA | | | \$ | 2,100,000 | | \$ | - |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | | \$ | - |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | | \$ | - |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | \$ | - |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | \$ | - |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | \$ | - |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | \$ | - |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ | 5,362,896 | 4.00 | \$ | 21,451,584 |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | \$ | - |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ | 723,886 | | \$ | - |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | 1 | | \$ | 5,805,298 | | Ś | |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | | \$ | |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | Ś | 4,089,716 | | \$ | |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | | \$ | 15,000,000 | | Ś | |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | _ | Ś | 25,987,089 | | Ś | |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | \$ | 5,615,692 | | \$ | |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | | \$ | , , | \$ | | | \$ | |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | | 5,341,703 | | 5,444,750 | | | |
| 40.08.144 | Roadway Undercrossing HSR - 4 lane roadway under 4 tracks | EA | \$ | 6,516,967 | \$ | 6,642,686 | | \$ | |
| | | EA | \$ | 7,129,564 | \$ | 7,267,100 | | \$ | |
| 40.08.510 | Roadway Modification, New AC Paving | SF | \$ | 17 | \$ | 18 | 455,789.00 | \$ | 8,076,297 |
| 40.08.520 | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | SF | \$ | 21 | \$ | 21 | | \$ | |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | Route Mile | \$ | 549,929 | \$ | 560,538 | 0.73 | \$ | 411,592 |
| 40.08.540 | Access Road Entrance Point | EA | \$ | 31,937 | \$ | 32,553 | 5.00 | \$ | 162,763 |
| 40.08.550 | Streetscaping Allowance | ESF | \$ | 343 | \$ | 350 | | \$ | |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert | EA | \$ | - | \$ | 20,000 | 41.00 | \$ | 820,000 |
| 40.08.999 | Maintenance Of Traffic | LS | | | | | | \$ | - |
| 50.01 | Wayside signaling equipment | | | | | | | \$ | 24,031,050 |
| 50.01.010 | Train Controls (ATC) | Route Mile | \$ | 1,128,300 | \$ | 1,150,066 | 19.07 | \$ | 21,931,759 |
| 50.01.011 | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | | \$ | - |
| 50.01.020 | Wayside Protection System | Route Mile | \$ | 108,000 | \$ | 110,083 | 19.07 | \$ | 2,099,291 |
| 50.01.021 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 162,000 | \$ | 165,125 | | \$ | |
| 50.01.030 | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | \$ | - |
| 50.05 | Communications | | | | | | | \$ | 3,732,073 |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | 19.07 | \$ | 3,732,073 |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | | \$ | |
| 60.02 | Traction power supply: Substations | | | | | | | \$ | 48,211,962 |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | \$ | 2,471,835 | 19.07 | \$ | 47,137,888 |
| 60.02.102 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | \$ | 12,103,061 | | \$ | - |
| 60.02.101 | Traction Power Supply- 4 Tracks | Route Mile | \$ | 3,881,250 | \$ | 3,956,123 | | \$ | - |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | | \$ | - |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | 1.00 | \$ | 297,723 |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | \$ | 258,784 | 3.00 | \$ | 776,351 |
| 60.03 | Traction power distribution: Catenary and third rail | | | , | | | | \$ | 41,184,979 |
| 60.03.100 | Traction Power Distribution | Route Mile | \$ | 2,118,800 | \$ | 2,159,674 | 19.07 | \$ | 41,184,979 |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | 13.07 | \$ | .1,10 ,,515 |
| | Traction Power Distribution- 4 Tracks | atc ivine | Ś | 320,000 | Ś | 330,100 | | Ś | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | FNO-BFD ubsection: A2 | |
|---------------------------|---|--------------------------|--------------------------------|----------------------------------|------|-----------------------------|----------|
| | | | 2009) | 2010) | QTY | | соѕт |
| 10.01 | Track structure: Viaduct | | | | | \$ | 69,456,6 |
| 10.01.122 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | \$ 36,624,377 | | \$ | |
| 10.01.123 | Elevated Structure - 1 Track (30' Avg. Pier Ht) | Route Mile | | \$ 46,158,636 | | \$ | |
| 10.01.124 10.01.125 | Elevated Structure - 1 Track (40' Avg. Pier Ht) Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile | | \$ 47,124,486 | | \$ | |
| 10.01.125 | Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 47,180,084 \$ 64,502,791 | \$ 48,090,235 | | \$ | |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile Route Mile | \$ 64,502,791 \$ 66,081,681 | \$ 65,747,114 \$ 67,356,463 | | \$ | |
| 10.01.222 | Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | 0.35 | \$ | 15,520,5 |
| 10.01.223 | Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 52,578,482 | \$ 53,592,774 | 0.48 | \$ | 25,578,3 |
| 10.01.224 | Elevated Structure - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 53,525,409 | \$ 54,557,967 | 0.42 | \$ | 22,939,1 |
| 10.01.225 | Elevated Structure - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 54,473,243 | \$ 55,524,087 | - | \$ | ,, |
| 10.01.226 | Elevated Structure - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 71,796,207 | \$ 73,181,228 | | \$ | |
| 10.01.227 | Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 73,374,892 | \$ 74,790,367 | | \$ | |
| 10.01.242 | Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 82,812,928 | \$ 84,410,473 | | \$ | |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 101,501,272 | \$ 103,459,333 | | \$ | |
| 10.01.244 | Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile | | \$ 105,390,496 | | \$ | |
| 10.01.245 | Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile | \$ 105,253,245 | \$ 107,283,686 | | \$ | |
| 10.01.246 | Elevated Structure - 4 Track (60' Avg. Pier Ht) | Route Mile | \$ 141,642,485 | \$ 144,374,910 | | \$ | |
| 10.01.247 10.01.322 | Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile | | \$ 147,679,065 | | \$ | |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 39,541,927 \$ 49,862,619 | \$ 40,304,730 \$ 50,824,519 | | \$ \$ | |
| 10.01.324 | Elevated Structure (LS) - 1 Track (30 Avg. Pier Ht) | Route Mile | | | | \$ | |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40 Avg. Pier Ht) Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile Route Mile | \$ 50,914,824 \$ 51,967,437 | \$ 51,897,022 \$ 52,969,941 | | \$ | |
| 10.01.326 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 62,798,549 | \$ 64,009,996 | | \$ | |
| 10.01.327 | Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 64,181,981 | \$ 65,420,116 | | \$ | |
| 10.01.422 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile | | \$ 48,614,611 | | \$ | |
| 10.01.423 | Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 58,014,969 | \$ 59,134,136 | | \$ | |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 59,067,487 | \$ 60,206,958 | 0.09 | \$ | 5,418, |
| 10.01.425 | Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 60,120,295 | \$ 61,280,076 | | \$ | |
| 10.01.426 | Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 70,951,046 | \$ 72,319,762 | | \$ | |
| 10.01.427 | Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 72,334,586 | \$ 73,729,993 | | \$ | |
| 10.01.431 | Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | Route Mile | \$ 235,649,714 | \$ 240,195,634 | | \$ | |
| 10.01.432 | Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) | Route Mile | | \$ 243,968,140 | | \$ | |
| 10.01.512 | Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 70,118,523 | \$ 71,471,180 | | \$ | |
| 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 74,724,468 | \$ 76,165,978 | | \$ | |
| 10.01.514 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | | \$ 77,576,437 | | \$ | |
| 10.01.516 | Elevated Structure Straddle over 2 RR - 1 Track (50 Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) | Route Mile Route Mile | \$ 77,528,913 \$ 78,976,112 | \$ 79,024,523 \$ 80,499,641 | | \$ | |
| 10.01.522 | Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | | \$ 80,499,641 \$ 78,904,680 | | \$ | |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 82,017,601 | \$ 83,599,803 | | \$ | |
| 10.01.524 | Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 83,401,267 | \$ 85,010,162 | | \$ | |
| 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 84,822,267 | \$ 86,458,574 | | \$ | |
| 10.01.526 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 86,267,477 | \$ 87,931,664 | | \$ | |
| 10.01.612 | Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 111,218,191 | \$ 113,363,701 | | \$ | |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 116,892,249 | \$ 119,147,218 | | \$ | |
| 10.01.614 | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 119,418,218 | \$ 121,721,915 | | \$ | |
| 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 121,907,137 | \$ 124,258,848 | | \$ | |
| 10.01.622 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 118,511,296 | \$ 120,797,498 | | \$ | |
| 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | | \$ 126,581,112 | | \$ | |
| 10.01.624 | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | | \$ 129,155,638 | | \$ | |
| 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | | \$ 131,692,544 | | \$ | |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | | \$ 134,267,437 | | \$ | |
| 10.01.700 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) | Route Mile | | \$ 128,718,764 | | \$ | |
| 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) | Route Mile | | \$ 134,478,825 \$ 137,043,348 | | \$ | |
| 10.01.702 | Elevated Structure - 2 Track w/ 2 Single Trenches | Route Mile Route Mile | \$ 134,449,679 \$ - | \$ 137,043,348 \$ - | | \$ | |
| 10.01.950 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 44,000,000 | \$ 44,848,804 | | \$ | |
| 10.01.951 | PPC/PS Double Cell Box 50' span (Stream Crossing) - 2 Tracks | Route Mile | \$ 58,000,000 | \$ 59,118,878 | | \$ | |
| 10.01.960 | Stream Crossings HST Structure Box Culverts | EA | \$ 20,000 | \$ 20,386 | | \$ | |
| 10.01.999 | Maintenance Of Traffic | LS | | -, | | \$ | |
| 10.02 | Track structure: Major/Movable bridge | | \$ - | | | \$ | |
| 10.02.013 | Bridge Structure - 3 span with 1 Track | Route Mile | \$ 47,326,516 | \$ 48,239,492 | | \$ | |
| 10.02.023 | Bridge Structure - 3 span with 2 Track | Route Mile | | \$ 68,189,650 | | \$ | |
| 10.02.043 | Bridge Structure - 3 span with 4 Track | Route Mile | \$ 100,045,360 | \$ 101,975,335 | | \$ | |
| 10.02.044a | Bridge Structure - 2 Track Steel Truss Bridges | Route Mile | \$ - | \$ 12,077,578 | | \$ | |
| 10.02.045a | Bridge Structure - SJVR Spur - Trench Cover | EA | \$ - | \$ 1,564,672 | | \$ | |
| 10.02.046a | Bridge Structure - SJVR Spur - Rail Bridge | EA | \$ - | \$ 1,289,565 | | \$ | |
| 10.02.047a | Bridge Structure - Dry Creek Canal Water bridge Maintenance Of Traffic | EA | \$ - | \$ 3,283,677 | | \$ | |
| 10.02.999 | Maintenance Of Traffic Track structure: Cut and Fill (> 4' height/depth) | LS | Ċ | | | \$ | 41.570 |
| 10.05 10.05.111 | Track structure: Cut and Fill (> 4' height/depth) At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) | Route Mile | \$ 1,919,183 | \$ 1,056,306 | | | 41,579, |
| 10.05.111 | At-Grade Track-bed in Cut - 1 Track (5 Avg. Exc Depth) At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 1,919,183 | \$ 1,956,206 \$ 3,099,266 | | \$ | |
| 10.05.113 | At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) | Route Mile | | \$ 4,522,964 | | \$ | |
| 10.05.114 | At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 6,095,891 | \$ 6,213,487 | | \$ | |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 2,527,904 | \$ 2,576,670 | | \$ | |
| 10.05.122 | At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,873,994 | \$ 3,948,727 | | \$ | |
| 10.05.123 | At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | | \$ 5,594,161 | | \$ | |
| 10.05.124 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 7,375,140 | \$ 7,517,413 | | \$ | |
| 10.05.126 | At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) | Route Mile | | \$ 18,048,380 | | \$ | |
| 10.05.128 | At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile | \$ 32,673,082 | | | \$ | |
| | At-Grade Track-bed in Cut - 2 Track (80' Avg. Exc Depth) | Route Mile | \$ 52,529,924 | | | \$ | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: A2 |
|------------------------|---|----------------------------|----------------------------------|----------------------------------|-------|---------------------------|
| | | | 2009) | 2010) | QTY | cost |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ 77,047,580 | \$ 78,533,905 | | \$ |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | | \$ 3,624,578 | | \$ |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ 5,002,163 | \$ 5,098,660 | | \$ |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,255,789 | \$ 1,280,015 | | \$ |
| 10.05.212 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,824,123 | \$ 1,859,312 | | \$ |
| 10.05.213 | At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) | Route Mile | \$ 2,574,079 | \$ 2,623,735 | | \$ |
| 10.05.214 10.05.221 | At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,508,477 | \$ 3,576,159 | | \$ |
| 10.05.221 | At-Grade Track-bed in Fill - 2 Track (5 Avg. Fill Ht) At-Grade Track-bed in Fill - 2 Track (10' Avg. Fill Ht) | Route Mile Route Mile | \$ 1,804,472 \$ 2,514,964 | \$ 1,839,282 \$ 2,563,480 | 16.22 | \$ \$ 41,579,64 |
| 10.05.223 | At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile | \$ 2,514,964 \$ 3,420,413 | | 10.22 | \$ 41,373,04 |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ 4,498,944 | \$ 4,585,733 | | \$ |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ 10,874,062 | \$ 11,083,833 | | Š |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ 20,392,304 | | | \$ |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ 33,180,092 | \$ 33,820,169 | | \$ |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ 48,985,268 | \$ 49,930,243 | | \$ |
| 10.05.241 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ 2,473,684 | \$ 2,521,404 | | \$ |
| 10.05.261 | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,162,050 | \$ 3,223,050 | | \$ |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ 5,441,105 | \$ 5,546,070 | | \$ |
| 10.05.999 | Maintenance Of Traffic | LS | | | | \$ |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | | | | | \$ |
| 10.06.210 | At-Grade Track-bed with Closed Drainage - 1 Track At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | \$ 1,366,385 | | | \$ |
| 10.06.220 10.06.230 | At-Grade Track-bed with Closed Drainage - 2 Track At-Grade Track-bed with Closed Drainage - 3 Track | Route Mile Route Mile | \$ 2,168,933 \$ 2,660,843 | | | \$ |
| 10.06.240 | At-Grade Track-bed with Closed Drainage - 4 Track | Route Mile | \$ 2,000,843 | | | \$ \$ |
| 10.06.999 | Maintenance Of Traffic | LS | 3,033,420 | 3,030,033 | | Ś |
| 10.07 | Track structure: Tunnel | -5 | | | | \$ |
| 10.07.101 | TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ 121,440,000 | \$ 123,782,700 | | \$ |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ 179,520,000 | \$ 182,983,121 | | \$ |
| 10.07.103 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ 158,400,000 | \$ 161,455,695 | | \$ |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | \$ 300,960,000 | \$ 306,765,821 | | \$ |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | \$ 227,040,000 | \$ 231,419,830 | | \$ |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ 205,920,000 | \$ 209,892,404 | | \$ |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ 464,640,000 | \$ 473,603,373 | | \$ |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | \$ 147,840,000 | \$ 150,691,982 | | \$ |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ 364,320,000 | \$ 371,348,099 | | \$ |
| 10.07.205 10.07.206 | D&B Double Track Tunnel 50ft ID in hard rock (competent) D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile | \$ 232,320,000 | \$ 236,801,686 | | \$ |
| 10.07.301 | SEM Single Track Tunnel 30ft ID in soft ground (competent) | Route Mile Route Mile | \$ 485,760,000 \$ 374,880,000 | \$ 495,130,799 \$ 382,111,812 | | \$ |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ 454,080,000 | \$ 462,839,659 | | \$ |
| 10.07.303 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ 269,280,000 | | | \$ |
| 10.07.304 | SEM Double Track Tunnel 40ft ID in soft ground (poor) | Route Mile | \$ 306,240,000 | \$ 312,147,677 | | Š |
| 10.07.305 | SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | \$ 396,000,000 | \$ 403,639,238 | | \$ |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (poor) | Route Mile | \$ 448,800,000 | \$ 457,457,803 | | \$ |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile | \$ 237,600,000 | \$ 242,183,543 | | \$ |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ 274,560,000 | \$ 279,856,538 | | \$ |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ 179,520,000 | | | \$ |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ 248,160,000 | | | \$ |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ 290,400,000 | | | \$ |
| 10.07.406 10.07.207 | D&B Cross Passage conservative cost in rock | Route Mile | \$ 401,280,000 | \$ 409,021,094 | | \$ |
| 10.07.407 | RH Cross Passage conservative cost in rock | Linear Feet | \$ 28,000 \$ 25,000 | \$ 28,540 | | \$ |
| 10.07.501 | Cross Passage in Soft Ground (competent) | Linear Feet Linear Feet | \$ 25,000 \$ 33,000 | \$ 25,482 \$ 33,637 | | \$ |
| 10.07.502 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ 84,000 | \$ 85,620 | | \$ |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 90,688,401 | \$ 92,437,871 | | \$ |
| 10.07.115 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 107,082,440 | \$ 109,148,168 | | \$ |
| 10.07.116 | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 135,385,066 | \$ 137,996,780 | | \$ |
| 10.07.214 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 141,194,360 | \$ 143,918,141 | | \$ |
| 10.07.215 | Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 163,855,983 | \$ 167,016,929 | | \$ |
| 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 202,718,337 | \$ 206,628,977 | | \$ |
| 10.07.224 | Cut & Cover Box - 2 Track/ 2 Box (40' Avg. Exc Depth) | Route Mile | \$ 189,027,415 | \$ 192,673,943 | | \$ |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile | \$ 221,996,334 | \$ 226,278,866 | | \$ |
| 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | \$ 278,841,077 | \$ 284,220,202 | | \$ |
| 10.07.414 | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 206,677,660 | \$ 210,664,680 | | \$ |
| 10.07.415 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 237,737,305 | \$ 242,323,497 | | \$ |
| 10.07.526a | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile Route Mile | \$ 291,302,754 \$ - | \$ 296,922,277 \$ 434,924,098 | | \$ |
| 10.07.801 | Ventilation Shaft | VF | \$ 13,627 | \$ 434,924,098 | | \$ |
| 10.07.802 | Mid-Line Ventilation Structure | LS | \$ 8,742,980 | \$ 8,911,641 | | \$ |
| 10.07.803 | Tunnel Portal Structure | LS | \$ 8,089,108 | \$ 8,245,155 | | \$ |
| 10.07.805 | Emergency Access Shaft | VF | \$ 22,520 | | | \$ |
| 10.07.850 | Pumping Station | EA | \$ 212,310 | \$ 216,405 | | \$ |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) | Route Mile | | \$ 7,496,882 | | \$ |
| 10.07.902 | Mechanical & Electrical Allowance for Underground (Double) | Route Mile | \$ 14,710,177 | | | \$ |
| 10.07.920 | Ventilation Equipment Allowance | EA | | \$ 2,253,759 | | \$ |
| 10.07.922 | Double Deck - 2 Track Trench on Top of 2 Track C&C Box | Route Mile | \$ 210,906,243 | \$ 214,974,836 | | \$ |
| 10.07.950 | Allowance for Construction Monitoring | Route Mile | \$ 145,939 | \$ 148,754 | | \$ |
| 10.08 | Track structure: Retaining walls and systems | | | 4 | | \$ 45,533,97 |
| 10.08.211 | Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 25,829,576 | | | \$ |
| 10.08.212 10.08.213 | Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) Retained Cut, Trench - 1 Track (30' Avg. Exc Depth) | Route Mile Route Mile | \$ 67,586,123 \$ 127,460,002 | | | \$ |
| | | | | | | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: A2 |
|------------------------|---|--------------------------|----------------------------------|----------------------------------|-------|---------------------------|
| ELLINEIVI | | | 2009) | 2010) | QTY | COST |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,868 | \$ 93,174,275 | | \$ - |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | \$ 163,304,293 | | | \$ - |
| 10.08.224 10.08.241 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | Route Mile | | \$ 297,368,910 | | \$ - |
| 10.08.241 | Retained Cut, Trench - 4 Track (10 Avg. Exc Depth) Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) | Route Mile Route Mile | \$ 47,685,463 \$ 111,376,696 | | | \$ - \$ - |
| 10.08.243 | Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) | Route Mile | \$ 111,376,696 \$ 192,038,567 | \$ 113,525,265 \$ 195,743,184 | | \$ - |
| 10.08.344 | Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile | \$ 295,374,114 | \$ 301,072,178 | | \$ - |
| 10.08.346 | Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile | \$ 356,356,513 | \$ 363,230,988 | | \$ - |
| 10.08.411 | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 8,667,052 | \$ 8,834,248 | | \$ - |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 24,952,856 | \$ 25,434,222 | | \$ - |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 43,794,002 | \$ 44,638,832 | | \$ - |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,335,195 | \$ 9,515,280 | | \$ - |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,915,008 | \$ 26,414,935 | 1.15 | \$ 30,377,175 |
| 10.08.423 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile | | \$ 45,929,698 | 0.33 | \$ 15,156,800 |
| 10.08.432 | Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,723,268 | | | \$ - |
| 10.08.441 | Retained Fill, Walls Both Sides - 4 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,573,053 | \$ 9,757,727 | | \$ - |
| 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 26,163,983 | \$ 26,668,712 | | \$ - |
| 10.08.461 10.08.999 | Maintenance Of Traffic | Route Mile | \$ 9,858,094 | \$ 10,048,266 | | \$ - \$ - |
| | Track new construction: Conventional ballasted | LS | <u> </u> | | | ' |
| 10.09 10.09.110 | Ballasted Track - 1 Track | Route Mile | \$ - \$ 1,820,565 | \$ 1,855,686 | | \$ 43,730,689 \$ - |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | \$ 1,820,565 | \$ 1,855,686 | | \$ - |
| 10.09.120 | Ballasted Track - 2 Track | Route Mile | \$ 3,416,549 | \$ 3,482,458 | | \$ - |
| 10.09.122 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile | \$ 2,423,901 | \$ 2,470,660 | 17.70 | \$ 43,730,689 |
| 10.09.240 | Ballasted Track - 2 Track (Station Track) | Route Mile | \$ 7,244,923 | \$ 7,384,685 | | \$ - |
| 10.09.132 | Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | \$ 3,580,069 | \$ 3,649,132 | | \$ - |
| 10.09.142 | Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ 4,521,614 | \$ 4,608,840 | | \$ - |
| 10.09.162 | Ballasted Track (Track Laying Machine) - 6 Track | Route Mile | \$ 6,782,421 | \$ 6,913,261 | | \$ - |
| 10.09.810 | Ballasted Freight Track - 1 Track | Route Mile | \$ 1,554,241 | \$ 1,584,224 | | \$ - |
| 10.09.820 | Ballasted Freight Track - 2 Track | Route Mile | \$ 3,089,739 | \$ 3,149,343 | | \$ - |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile | \$ 4,645,413 | \$ 4,735,027 | | \$ - |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile | \$ 91,367 | \$ 93,129 | | \$ - |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ 162,843 | \$ 165,985 | | \$ - |
| 10.09.922 10.09.923 | Ballasted Track Relocation - 2 Track (Permanent) Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ 325,778 | \$ 332,063 | | \$ - |
| 10.09.924 | Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ 488,667 \$ 651,556 | \$ 498,094 | | \$ - |
| 10.10 | Track new construction: Non-ballasted | Route Mile | \$ 651,556 \$ - | \$ 664,125 | | \$ - \$ 4,950,439 |
| 10.10 | Direct Fixation Track - 1 Track | Route Mile | | \$ 1,847,462 | | \$ 4,530,435 |
| 10.10.120 | Direct Fixation Track - 2 Track | Route Mile | \$ 3,624,438 | | 1.34 | \$ 4,950,439 |
| 10.10.140 | Direct Fixation Track - 4 Track | Route Mile | \$ 7,293,868 | \$ 7,434,574 | | \$ - |
| 10.10.210 | Independent Dual Block Track - 1 Track | Route Mile | \$ 3,338,726 | \$ 3,403,134 | | \$ - |
| 10.10.220 | Independent Dual Block Track - 2 Track | Route Mile | \$ 6,676,744 | \$ 6,805,545 | | \$ - |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile | \$ 13,353,468 | \$ 13,611,070 | | \$ - |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | | \$ - | | | \$ 2,064,443 |
| 10.14.100 | Direct Fixation Turnout (60 MPH) | EA | \$ 477,018 | | | \$ - |
| 10.14.105 | Direct Fixation Turnout (80 MPH) | EA | \$ 630,650 | | | \$ - |
| 10.14.110 | Direct Fixation Turnout (110 MPH) | EA | \$ 887,327 | | | \$ - |
| 10.14.115 | Direct Fixation Turnout (150 MPH) | EA | \$ 1,220,877 | | | \$ - |
| 10.14.130 10.14.135 | Direct Fixation Crossover (60 MPH) Direct Fixation Crossover (80 MPH) | EA | \$ 879,265 | | | \$ - |
| 10.14.140 | Direct Fixation Crossover (10 MPH) | EA | \$ 1,188,515 | | | \$ - |
| 10.14.145 | Direct Fixation Crossover (150 MPH) | EA EA | \$ 1,647,309 \$ 2,254,990 | \$ 1,679,087 \$ 2,298,491 | | \$ - \$ - |
| 10.14.199 | Ballasted Turnout (25 MPH) | EA | \$ 130,500 | \$ 2,298,491 \$ 133,017 | | \$ - |
| 10.14.200 | Ballasted Turnout (60 MPH) | EA | \$ 396,172 | | | \$ - |
| 10.14.205 | Ballasted Turnout (80 MPH) | EA | \$ 533,623 | | | \$ - |
| 10.14.210 | Ballasted Turnout (110 MPH) | EA | \$ 739,770 | \$ 754,041 | | \$ - |
| 10.14.215 | Ballasted Turnout (150 MPH) | EA | \$ 1,012,686 | \$ 1,032,221 | 2.00 | \$ 2,064,443 |
| 10.14.300 | Ballasted Crossover (60 MPH) | EA | \$ 731,709 | | | \$ - |
| 10.14.305 | Ballasted Crossover (80 MPH) | EA | \$ 986,399 | | | \$ - |
| 10.14.310 | Ballasted Crossover (110 MPH) | EA | \$ 1,372,407 | \$ 1,398,882 | | \$ - |
| 10.14.315 | Ballasted Crossover (150 MPH) | EA | \$ 1,877,814 | | | \$ - |
| 10.14.400 | Terminal - Bumping Post | EA | \$ 27,763 | \$ 28,299 | | \$ - |
| 20.01 | Station buildings: Intercity passenger rail only | | | | | \$ - |
| 20.01.100 | Anaheim Station | LS | \$ 94,508,725 | | | \$ - |
| 20.01.105 | Millbrae Station | LS | \$ 24,939,819 | | | \$ - |
| 20.01.105 | Millbrae Station - Site Elements LA Union Station | LS | \$ 24,939,819 | | | \$ - |
| 20.01.110 20.02.200 | Redwood/Palo Alto Station | LS | \$ 193,627,800 | \$ 197,363,075 | | \$ - |
| 20.02.200 | Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements | LS LS | \$ 51,451,014 \$ 6,667,755 | | | \$ - \$ - |
| 20.02.201 | Norwalk Station | LS | \$ 46,561,775 | | | \$ - |
| 20.02.206 | Norwalk Station - Site Elements | LS | \$ 46,361,773 | | | \$ - |
| 20.02.210 | Tulare Station | LS | \$ 55,108,000 | | | \$ - |
| 20.02.211 | Tulare Station - Site Elements | LS | | \$ 19,544,656 | | \$ - |
| 20.02.215 | Gilroy Station | LS | \$ 68,723,791 | | | \$ - |
| 20.02.216 | Gilroy Station - Site Elements | LS | \$ 9,586,063 | | | \$ - |
| 20.02.220 | Burbank Station | LS | \$ 61,155,850 | | | \$ - |
| 20.02.221 | Burbank Station - Site Elements | LS | \$ 13,393,012 | | | \$ - |
| 20.02.225 | San Jose Station | LS | \$ 70,224,925 | | | \$ - |
| 20.02.226 | San Jose Station-Site Elements | LS | \$ 11,447,016 | | | \$ - |
| | Merced Station | LS | \$ 65,035,950 | \$ 66,290,559 | Ì | \$ - |
| 20.02.230 | Merced Station - Site Elements | | +,, | | | l ' |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: A2 |
|---------------------------------------|---|--------------------------|--------------------------------|--------------------------------|-----------|------------------------------|
| ELLIMENT | | | 2009) | 2010) | QTY | cost |
| 20.02.235 | Fresno Station | LS | \$ 65,863,950 | | | \$ |
| 20.02.236 20.02.240 | Fresno Station - Site Elements Bakersfield Station | LS | \$ 9,639,938 | | | \$ |
| 20.02.240 | Bakersfield Station - Site Elements | LS LS | \$ 67,643,575 \$ 12,084,938 | | | \$ \$ |
| 20.02.245 | Palmdale Station | LS | \$ 68,151,875 | | | Ś |
| 20.02.246 | Palmdale Station - Site Elements | LS | \$ 16,760,249 | \$ 17,083,571 | | \$ |
| 20.02.250 | Sylmar Station | LS | \$ 68,151,875 | \$ 69,466,593 | | \$ |
| 20.02.251 | Sylmar Station - Site Elements | LS | \$ 20,560,115 | | | \$ |
| 20.02.300 | At-Grade Station Pedestrian / bike access and accommodation, landscaping, parking lots | LS | \$ - | \$ 68,000,000 | | \$ |
| 20.06.120 | Pedestrian Access (Cut & Cover) | LF | \$ 18,340 | \$ 18,694 | | \$ |
| 20.06.140 | Pedestrian Plaza | SF | \$ 33 | | | \$ |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | \$ 287,837 | \$ 293,389 | | \$ |
| 20.06.210 | Parking - At Grade | STL | \$ 3,330 | \$ 3,394 | | \$ |
| 20.06.250 | Parking - Structured (Above Grade) | STL | \$ 21,812 | \$ 22,233 | | \$ |
| 20.06.800 20.06.810 | Landscaping Allowance Landscaping Allowance, Guideway | SF Route Mile | \$ 3 \$ 175,476 | \$ 3 \$ 178,861 | | \$ \$ |
| 20.07 | Automobile, bus, van accessways including roads | Route Wille | \$ 173,470 | 3 178,801 | | Ş |
| 30.02 | Light maintenance facility | | | | | \$ |
| 30.02.010 | Light Maintenance Facility (LMF) | EA | \$ 105,006,028 | \$ 107,031,700 | | \$ |
| 30.03 | Heavy maintenance facility | | | | | \$ |
| 30.03.010 30.04 | Heavy Maintenance Facility (HMF) Storage or maintenance-of-way building/bases | EA | \$ 223,630,679 | \$ 227,944,740 | | \$ |
| 30.04.010 | Maintenance of Way Facility (MOWF) | EA | \$ 11,711,592 | \$ 11,937,521 | | \$ |
| 30.05 | Yard and yard track | LA | J 11,711,532 | J 11,557,521 | | \$ |
| 30.05.110 | Ballasted Track - Yard Track | Route Mile | \$ 1,686,767 | \$ 1,719,306 | | \$ |
| 30.05.200 | Ballasted Turnout, No. 15 | EA | \$ 404,233 | \$ 412,031 | | \$ |
| 30.05.210 | Ballasted Diamond Crossover, No. 15 | EA | \$ 574,336 | | | \$ |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | TF | \$ 1,283 | \$ 1,308 | | \$ |
| 40.01 40.01.010 | Demolition, clearing, site preparation Demolition Allowance, Bridge | SF | \$ 26 | \$ 27 | | \$ 1,572,94 \$ |
| 40.01.050 | Demolition Allowance, Building (1 Story) | SF | \$ 14 | \$ 14 | | Ś |
| 40.01.060 | Demolition Allowance, Building (2 Story) | SF | \$ 27 | \$ 28 | | \$ |
| 40.01.110 | Demolition Allowance, Asphalt Pavement | SY | \$ 56 | \$ 57 | 27,603.00 | \$ 1,572,94 |
| 40.01.140 | Demolition Allowance, Concrete Curb | LF | \$ 13 | \$ 13 | | \$ |
| 40.01.150 40.01.810 | Demolition Allowance, Concrete Sidewalk Demolition Allowance, Remove Railroad Track | SY | \$ 41 | \$ 42 | | \$ |
| 40.01.900 | Miscellanous Excavation & Support Items | Route Mile LS | \$ 169,459 \$ 2,224 | \$ 172,728 \$ 2,267 | | \$ \$ |
| 40.01.999 | Maintenance Of Traffic | LS | 2,224 | 2,207 | | \$ |
| 40.02 | Site utilities, utility relocation | | | | | \$ 3,013,31 |
| 40.02.001 | Utility Relocation Allowance, Level 1 | Route Mile | \$ 1,099,949 | | | \$ |
| 40.02.002 | Utility Relocation Allowance, Level 2 | Route Mile | \$ 1,978,427 | | | \$ |
| 40.02.003 40.02.004 | Utility Relocation Allowance, Level 3 Utility Relocation Allowance, Level 4 | Route Mile Route Mile | \$ 3,267,072 \$ 3,906,355 | | | \$ |
| 40.02.005 | Utility Relocation Allowance, Level 5 | Route Mile | \$ 4,927,149 | \$ 3,981,713 \$ 5,022,198 | 0.60 | \$ 3,013,31 |
| 40.02.060 | Major Utility Relocation, Aerial Transmission Line | EA | \$ 8,600,000 | | 0.00 | \$ |
| 40.02.050 | Site Utility Allowance | Route Mile | \$ 1,660,257 | | | \$ |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatm | ents | \$ - | | | \$ |
| 40.03.100 | Hazardous Material Removal Allowance, Light | Route Mile | \$ 188,246 | | | \$ |
| 40.03.105 40.03.110 | Hazardous Material Removal Allowance, Medium Hazardous Material Removal Allowance, Heavy | Route Mile | \$ 370,152 \$ 555,734 | \$ 377,293 | | \$ |
| 40.03.110 | Removal of Contaminated Soil | Route Mile CF | \$ 555,734 \$ 13 | \$ 566,454 \$ 14 | | \$ \$ |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | G. | \$ - | 3% | | \$ 10,661,93 |
| 40.04.100 | Environmental Mitigation Allowance, Light | Route Mile | \$ 583,755 | \$ 595,016 | | \$ |
| 40.04.105 | Environmental Mitigation Allowance, Medium | Route Mile | \$ 1,634,403 | \$ 1,665,932 | | \$ |
| 40.04.110 | Environmental Mitigation Allowance, Heavy | Route Mile | \$ 2,743,574 | \$ 2,796,500 | | \$ 106.330.10 |
| 40.05 40.05.012 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) | LF | \$ - | \$ 3,088 | | \$ 106,229,10 |
| 40.05.020 | Retaining Wall - 1 Wall (20' Avg. Height) | LF | \$ 3,944 | \$ 4,020 | | \$ |
| 40.05.030 | Retaining Wall - 1 Wall (30' Avg. Height) | LF | \$ 5,392 | \$ 5,496 | | \$ |
| 40.05.111 | Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | LF | \$ 804 | \$ 820 | | \$ |
| 40.05.112 | Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | LF | \$ 1,551 | \$ 1,581 | 67,189.00 | \$ 106,229,10 |
| 40.05.120 40.05.211 | Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) | LF LF | \$ 1,308 \$ 205 | \$ 1,334 \$ 209 | | \$ |
| 40.05.211 | Sound Wall - 1 Wall (16' Avg. Height) | LF LF | \$ 205 | \$ 209 | | \$ |
| 40.05.310 | Intrusion Protection Berm | LF | \$ 136 | \$ 139 | | \$ |
| 40.05.400 | Canal Realignments (10' X 8' Trench) | LF | \$ - | \$ 813 | | \$ |
| 40.05.401 | Canal Realignments (65' X 10' Trench) | LF | \$ - | \$ 3,251 | | \$ |
| 40.05.999 | Maintenance Of Traffic | LS | | 407 | | \$ |
| 40.06 40.07 | Temporary facilities and other indirect costs during construction | Acro | | 4% | | \$ 14,215,91 \$ 11,918,28 |
| 40.07 40.08 | Purchase or lease of real estate Highway/pedestrian overpass/grade separations | Acre | | | | \$ 11,918,28 \$ 37,266,70 |
| 40.08.145a | Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | EA | | \$ 3,577,704 | | \$ 37,200,70 |
| 40.08.146a | Roadway Undercrossing HSR - SR 43 on H alignment | EA | | \$ 3,080,539 | | \$ |
| 40.08.147a | Roadway Undercrossing HSR - Private Road on H Alignment | EA | | \$ 972,574 | | \$ |
| 40.08.322 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks | EA | \$ 3,968,660 | \$ 4,045,219 | | \$ |
| 40.08.324 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 6 lane retained fill roadway over 2 tracks | EA | \$ 4,632,802 | \$ 4,722,173 | | \$ |
| 40 08 336 | | EA | \$ 5,346,429 | \$ 5,449,567 | l | \$ |
| 40.08.326 40.08.341a | | FΛ | | \$ 11 224 262 | | ¢ |
| 40.08.326 40.08.341a 40.08.342a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 5 spans Roadway Overcrossing HSR - 4 lane retained fill roadway - 5 spans | EA EA | | \$ 11,324,363 \$ 15,659,613 | | \$ \$ |

| UNIT PRICE | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | | UNIT PRICE (3rd Quarter | | FNO-BFD Subsection: A2 | | | |
|------------|---|------------|----------------------------|------------|----------------------------|------------|------------------------------|----|------------|--|
| ELEWIENI | | | | 2009) | | 2010) | QTY | | COST | |
| | Pedstrain Overcrossing | EA | | | \$ | 2,100,000 | | \$ | - | |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | | \$ | - | |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | | \$ | - | |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | \$ | - | |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | \$ | - | |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | \$ | - | |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | \$ | - | |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ | 5,362,896 | | \$ | - | |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | \$ | - | |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ | 723,886 | | \$ | - | |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | | | \$ | 5,805,298 | 6.00 | \$ | 34,831,788 | |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | | \$ | - | |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | Ś | 4,089,716 | | \$ | - | |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | _ | \$ | 15,000,000 | | Ś | _ | |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | _ | Ś | 25,987,089 | | Ś | | |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | \$ | | | \$ | - | |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | | \$ | , , | \$ | 5,615,692 | | \$ | - | |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | | 5,341,703 | | 5,444,750 | | \$ | - | |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 4 tracks | EA | \$ | 6,516,967 | \$ | 6,642,686 | | | - | |
| | | EA | \$ | 7,129,564 | \$ | 7,267,100 | | \$ | - | |
| 40.08.510 | Roadway Modification, New AC Paving | SF | \$ | 17 | \$ | 18 | | \$ | - | |
| 40.08.520 | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | SF | \$ | 21 | \$ | 21 | | \$ | - | |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | Route Mile | \$ | 549,929 | \$ | 560,538 | 2.63 | \$ | 1,472,155 | |
| 40.08.540 | Access Road Entrance Point | EA | \$ | 31,937 | \$ | 32,553 | 5.00 | \$ | 162,763 | |
| 40.08.550 | Streetscaping Allowance | ESF | \$ | 343 | \$ | 350 | | \$ | - | |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert | EA | \$ | - | \$ | 20,000 | 40.00 | \$ | 800,000 | |
| 40.08.999 | Maintenance Of Traffic | LS | | | | | | \$ | - | |
| 50.01 | Wayside signaling equipment | | | | | | | \$ | 23,993,246 | |
| 50.01.010 | Train Controls (ATC) | Route Mile | \$ | 1,128,300 | \$ | 1,150,066 | 19.04 | \$ | 21,897,257 | |
| 50.01.011 | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | | \$ | - | |
| 50.01.020 | Wayside Protection System | Route Mile | \$ | 108,000 | \$ | 110,083 | 19.04 | \$ | 2,095,988 | |
| 50.01.021 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 162,000 | \$ | 165,125 | | \$ | - | |
| 50.01.030 | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | \$ | - | |
| 50.05 | Communications | | | | | | | \$ | 3,726,202 | |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | 19.04 | \$ | 3,726,202 | |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | | \$ | - | |
| 60.02 | Traction power supply: Substations | | | | | | | \$ | 48,137,807 | |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | \$ | 2,471,835 | 19.04 | \$ | 47,063,733 | |
| 60.02.102 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | \$ | 12,103,061 | | \$ | - | |
| 60.02.101 | Traction Power Supply- 4 Tracks | Route Mile | \$ | 3,881,250 | \$ | 3,956,123 | | \$ | - | |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | | \$ | - | |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | 1.00 | \$ | 297,723 | |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | Ś | 258,784 | 3.00 | \$ | 776,351 | |
| 60.03 | Traction power distribution: Catenary and third rail | | | , | | , | 3.00 | \$ | 41,120,189 | |
| 60.03.100 | Traction Power distribution. Cateriary and third rail | Route Mile | \$ | 2,118,800 | \$ | 2,159,674 | 19.04 | \$ | 41,120,189 | |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | 13.04 | \$ | 41,120,103 | |
| | | | | | | | | | | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD absection: L1 |
|-------------------------|---|--------------------------|----------------------------------|----------------------------------|------|----------------------------|
| | | | 2009) | 2010) | QTY | соѕт |
| 10.01 | Track structure: Viaduct | | | | | \$ 1,321,747 |
| 10.01.122 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | \$ 36,624,377 | | \$ - |
| 10.01.123 | Elevated Structure - 1 Track (30' Avg. Pier Ht) | Route Mile | | \$ 46,158,636 | | \$ - |
| 10.01.124 10.01.125 | Elevated Structure - 1 Track (40' Avg. Pier Ht) Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile | | \$ 47,124,486 | | \$ - |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile Route Mile | \$ 47,180,084 \$ 64,502,791 | \$ 48,090,235 \$ 65,747,114 | | \$ - |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 66,081,681 | \$ 67,356,463 | | Š . |
| 10.01.222 | Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | 0.03 | \$ 1,321,747 |
| 10.01.223 | Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 52,578,482 | \$ 53,592,774 | | \$ - |
| 10.01.224 | Elevated Structure - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 53,525,409 | \$ 54,557,967 | | \$ - |
| 10.01.225 | Elevated Structure - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 54,473,243 | \$ 55,524,087 | | \$ - |
| 10.01.226 | Elevated Structure - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 71,796,207 | \$ 73,181,228 | | \$ - |
| 10.01.227 | Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 73,374,892 | \$ 74,790,367 | | \$ - |
| 10.01.242 10.01.243 | Elevated Structure - 4 Track (20' Avg. Pier Ht) Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | | \$ 84,410,473 | | \$ - \$ - |
| 10.01.244 | Elevated Structure - 4 Track (30 Avg. Pier Ht) Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile Route Mile | \$ 101,501,272 \$ 103,395,885 | \$ 103,459,333 \$ 105,390,496 | | \$ - |
| 10.01.245 | Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile | \$ 105,253,245 | \$ 107,283,686 | | Š . |
| 10.01.246 | Elevated Structure - 4 Track (60' Avg. Pier Ht) | Route Mile | \$ 141,642,485 | \$ 144,374,910 | | š - |
| 10.01.247 | Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile | \$ 144,884,105 | \$ 147,679,065 | | \$ - |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 39,541,927 | \$ 40,304,730 | | \$. |
| 10.01.323 | Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 49,862,619 | \$ 50,824,519 | | \$. |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 50,914,824 | \$ 51,897,022 | | \$ - |
| 10.01.325 | Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 51,967,437 | \$ 52,969,941 | | \$ - |
| 10.01.326 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 62,798,549 | \$ 64,009,996 | | \$ - |
| 10.01.327 | Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 64,181,981 | \$ 65,420,116 | | \$ - |
| 10.01.422 10.01.423 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile | | \$ 48,614,611 \$ 59,134,136 | | \$ - \$ - |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile Route Mile | \$ 58,014,969 \$ 59,067,487 | \$ 60,206,958 | | \$ |
| 10.01.425 | Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 60,120,295 | \$ 61,280,076 | | \$ |
| 10.01.426 | Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 70,951,046 | \$ 72,319,762 | | Š . |
| 10.01.427 | Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 72,334,586 | \$ 73,729,993 | | \$ |
| 10.01.431 | Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | Route Mile | \$ 235,649,714 | \$ 240,195,634 | | \$ |
| 10.01.432 | Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) | Route Mile | \$ 239,350,822 | \$ 243,968,140 | | \$ |
| 10.01.512 | Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 70,118,523 | \$ 71,471,180 | | \$. |
| 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 74,724,468 | \$ 76,165,978 | | \$ |
| 10.01.514 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | | \$ 77,576,437 | | \$. |
| 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 77,528,913 \$ 78,976,112 | \$ 79,024,523 \$ 80,499,641 | | \$. |
| 10.01.522 | Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile Route Mile | \$ 78,976,112 \$ 77,411,338 | \$ 80,499,641 \$ 78,904,680 | | \$ |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 82,017,601 | \$ 83,599,803 | | Ś |
| 10.01.524 | Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 83,401,267 | \$ 85,010,162 | | Š . |
| 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 84,822,267 | \$ 86,458,574 | | \$ |
| 10.01.526 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 86,267,477 | \$ 87,931,664 | | \$ |
| 10.01.612 | Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 111,218,191 | \$ 113,363,701 | | \$ |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 116,892,249 | \$ 119,147,218 | | \$ |
| 10.01.614 | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 119,418,218 | | | \$ |
| 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 121,907,137 | | | \$ |
| 10.01.622 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 118,511,296 | | | \$ |
| 10.01.624 | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) | Route Mile Route Mile | \$ 124,185,450 \$ 126,711,251 | \$ 126,581,112 \$ 129,155,638 | | \$ |
| 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | | \$ 131,692,544 | | \$ |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 131,726,304 | \$ 134,267,437 | | Š . |
| 10.01.700 | Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 126,282,645 | \$ 128,718,764 | | \$ |
| 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 131,933,691 | \$ 134,478,825 | | \$ |
| 10.01.702 | Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 134,449,679 | \$ 137,043,348 | | \$ |
| 10.01.944 | Elevated Structure - 2 Track w/ 2 Single Trenches | Route Mile | \$ - | \$ - | | \$ |
| 10.01.950 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile | | \$ 44,848,804 | | \$ |
| 10.01.951 10.01.960 | PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks Stream Crossings HST Structure Box Culverts | Route Mile | \$ 58,000,000 \$ 20,000 | \$ 59,118,878 | | \$ - |
| 10.01.999 | Maintenance Of Traffic | EA LS | \$ 20,000 | \$ 20,386 | | \$ - |
| 10.02 | Track structure: Major/Movable bridge | LS | \$ - | | | \$ |
| 10.02.013 | Bridge Structure - 3 span with 1 Track | Route Mile | \$ 47,326,516 | \$ 48,239,492 | | \$ |
| 10.02.023 | Bridge Structure - 3 span with 2 Track | Route Mile | \$ 66,899,099 | | | \$ |
| 10.02.043 | Bridge Structure - 3 span with 4 Track | Route Mile | \$ 100,045,360 | \$ 101,975,335 | | \$ |
| 10.02.044a | Bridge Structure - 2 Track Steel Truss Bridges | Route Mile | \$ - | \$ 12,077,578 | | \$ |
| 10.02.045a | Bridge Structure - SJVR Spur - Trench Cover | EA | \$ - | \$ 1,564,672 | | \$ |
| 10.02.046a | Bridge Structure - SJVR Spur - Rail Bridge | EA | \$ - | \$ 1,289,565 | | \$ |
| 10.02.047a 10.02.999 | Bridge Structure - Dry Creek Canal Water bridge Maintenance Of Traffic | EA | \$ - | \$ 3,283,677 | | \$ |
| 10.02.999 | Track structure: Cut and Fill (> 4' height/depth) | LS | \$ - | | | \$ 4,665,534 |
| 10.05.111 | At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) | Route Mile | | \$ 1,956,206 | | \$ 4,665,532 |
| 10.05.112 | At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,040,609 | \$ 3,099,266 | | \$ |
| 10.05.113 | At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) | Route Mile | \$ 4,437,362 | \$ 4,522,964 | | \$ |
| 10.05.114 | At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 6,095,891 | \$ 6,213,487 | | \$ |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 2,527,904 | \$ 2,576,670 | | \$ |
| 10.05.122 | At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,873,994 | \$ 3,948,727 | | \$ |
| 10.05.123 | At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | \$ 5,488,286 | \$ 5,594,161 | | \$ |
| 10.05.124 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 7,375,140 | \$ 7,517,413 | | \$ |
| 10.05.126 | At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 17,706,798 | \$ 18,048,380 | | \$ |
| 10.05.128 | At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile | \$ 32,673,082 | \$ 33,303,379 | | \$ |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: L1 |
|------------------------|--|--------------------------|----------------------------------|----------------------------------|------|---------------------------|
| | | | 2009) | 2010) | QTY | cost |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ 77,047,580 | \$ 78,533,905 | | \$ |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | \$ 3,555,979 | \$ 3,624,578 | | \$ |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ 5,002,163 | | | \$ |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,255,789 | \$ 1,280,015 | | \$ |
| 10.05.212 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,824,123 | \$ 1,859,312 | | \$ |
| 10.05.213 10.05.214 | At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile | \$ 2,574,079 | \$ 2,623,735 | | \$ |
| 10.05.214 | At-Grade Track-bed in Fill - 1 Track (20 Avg. Fill Ht) At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) | Route Mile Route Mile | \$ 3,508,477 | \$ 3,576,159 | | \$ |
| 10.05.222 | At-Grade Track-bed in Fill - 2 Track (3 Avg. Fill Ht) | Route Mile | \$ 1,804,472 \$ 2,514,964 | \$ 1,839,282 \$ 2,563,480 | 1.82 | \$ \$ 4,665,53 |
| 10.05.223 | At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile | \$ 3,420,413 | | 1.02 | \$ 4,003,33 |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ 4,498,944 | \$ 4,585,733 | | \$ |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ 10,874,062 | \$ 11,083,833 | | Ś |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ 20,392,304 | | | Ś |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ 33,180,092 | \$ 33,820,169 | | \$ |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ 48,985,268 | \$ 49,930,243 | | \$ |
| 10.05.241 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ 2,473,684 | \$ 2,521,404 | | \$ |
| 10.05.261 | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,162,050 | \$ 3,223,050 | | \$ |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ 5,441,105 | \$ 5,546,070 | | \$ |
| 10.05.999 | Maintenance Of Traffic | LS | | | | \$ |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | | | | | \$ |
| 10.06.210 | At-Grade Track-bed with Closed Drainage - 1 Track | Route Mile | \$ 1,366,385 | | | \$ |
| 10.06.220 | At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | \$ 2,168,933 | | | \$ |
| 10.06.230 | At-Grade Track-bed with Closed Drainage - 3 Track At-Grade Track-bed with Closed Drainage - 4 Track | Route Mile | \$ 2,660,843 | | | \$ |
| 10.06.240 10.06.999 | Maintenance Of Traffic | Route Mile | \$ 3,039,420 | \$ 3,098,053 | | \$ |
| 10.07 | Track structure: Tunnel | LS | | | | \$ |
| 10.07.101 | TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ 121,440,000 | \$ 123,782,700 | | \$ |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ 179,520,000 | | | \$ |
| 10.07.103 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ 158,400,000 | | | Ś |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | | \$ 306,765,821 | | Ś |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | \$ 227,040,000 | \$ 231,419,830 | | Ś |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ 205,920,000 | \$ 209,892,404 | | \$ |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ 464,640,000 | \$ 473,603,373 | | \$ |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | \$ 147,840,000 | \$ 150,691,982 | | \$ |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ 364,320,000 | \$ 371,348,099 | | \$ |
| 10.07.205 | D&B Double Track Tunnel 50ft ID in hard rock (competent) | Route Mile | \$ 232,320,000 | \$ 236,801,686 | | \$ |
| 10.07.206 | D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile | \$ 485,760,000 | \$ 495,130,799 | | \$ |
| 10.07.301 | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile | \$ 374,880,000 | \$ 382,111,812 | | \$ |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ 454,080,000 | \$ 462,839,659 | | \$ |
| 10.07.303 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ 269,280,000 | | | \$ |
| 10.07.304 10.07.305 | SEM Double Track Tunnel 40ft ID in soft ground (poor) | Route Mile | \$ 306,240,000 | \$ 312,147,677 | | \$ |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (competent) SEM Double Track Tunnel 50ft ID in soft ground (poor) | Route Mile | \$ 396,000,000 | \$ 403,639,238 | | \$ |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile Route Mile | \$ 448,800,000 \$ 237,600,000 | | | \$ |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ 274,560,000 | | | \$ |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ 179,520,000 | | | Ś |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ 248,160,000 | | | Ś |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) | Route Mile | \$ 290,400,000 | | | Ś |
| 10.07.406 | RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ 401,280,000 | \$ 409,021,094 | | Ś |
| 10.07.207 | D&B Cross Passage conservative cost in rock | Linear Feet | \$ 28,000 | \$ 28,540 | | \$ |
| 10.07.407 | RH Cross Passage conservative cost in soft rock | Linear Feet | \$ 25,000 | \$ 25,482 | | \$ |
| 10.07.501 | Cross Passage in Soft Ground (competent) | Linear Feet | \$ 33,000 | \$ 33,637 | | \$ |
| 10.07.502 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ 84,000 | \$ 85,620 | | \$ |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 90,688,401 | \$ 92,437,871 | | \$ |
| 10.07.115 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 107,082,440 | \$ 109,148,168 | | \$ |
| 10.07.116 | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 135,385,066 | \$ 137,996,780 | | \$ |
| 10.07.214 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 141,194,360 | \$ 143,918,141 | | \$ |
| 10.07.215 | Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 163,855,983 | \$ 167,016,929 | | \$ |
| 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 202,718,337 | \$ 206,628,977 | | \$ |
| 10.07.224 | Cut & Cover Box - 2 Track/ 2 Box (40' Avg. Exc Depth) Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile | \$ 189,027,415 | \$ 192,673,943 | | \$ |
| 10.07.225 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | \$ 221,996,334 \$ 278,841,077 | \$ 226,278,866 | | \$ |
| 10.07.414 | Cut & Cover Box - 4 Track / 2 Box (60 Avg. Exc Depth) | Route Mile | \$ 278,841,077 \$ 206,677,660 | \$ 284,220,202 | | \$ |
| 10.07.415 | Cut & Cover Box - 4 Track / 1 Box (40 Avg. Exc Depth) Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) | Route Mile Route Mile | \$ 206,677,660 | \$ 210,664,680 \$ 242,323,497 | | \$ |
| 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 291,302,754 | \$ 296,922,277 | | \$ |
| 10.07.526a | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile | \$ 251,502,754 | \$ 434,924,098 | | \$ |
| 10.07.801 | Ventilation Shaft | VF | \$ 13,627 | \$ 13,890 | | \$ |
| 10.07.802 | Mid-Line Ventilation Structure | LS | \$ 8,742,980 | \$ 8,911,641 | | \$ |
| 10.07.803 | Tunnel Portal Structure | LS | \$ 8,089,108 | \$ 8,245,155 | | \$ |
| 10.07.805 | Emergency Access Shaft | VF | \$ 22,520 | | | \$ |
| 10.07.850 | Pumping Station | EA | \$ 212,310 | \$ 216,405 | | \$ |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) | Route Mile | \$ 7,354,997 | \$ 7,496,882 | | \$ |
| 10.07.902 | Mechanical & Electrical Allowance for Underground (Double) | Route Mile | \$ 14,710,177 | \$ 14,993,951 | | \$ |
| 10.07.920 | Ventilation Equipment Allowance | EA | | \$ 2,253,759 | | \$ |
| 10.07.922 | Double Deck - 2 Track Trench on Top of 2 Track C&C Box | Route Mile | \$ 210,906,243 | \$ 214,974,836 | | \$ |
| 10.07.950 | Allowance for Construction Monitoring | Route Mile | \$ 145,939 | \$ 148,754 | | \$ |
| 10.08 | Track structure: Retaining walls and systems | S | 6 25.555 | 6 26 25 25 | | \$ 35,131,86 |
| 10.08.211 10.08.212 | Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 25,829,576 | | | \$ |
| | Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) Retained Cut, Trench - 1 Track (30' Avg. Exc Depth) | Route Mile Route Mile | \$ 67,586,123 \$ 127,460,002 | | | \$ |
| 10.08.213 | | | | | | |

| UNIT PRICE | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: L1 |
|------------------------|--|--------------------------|----------------------------------|----------------------------------|------|---------------------------|
| | | | 2009) | 2010) | QTY | COST |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,868 | | | \$ - |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | \$ 163,304,293 | | | \$ - |
| 10.08.224 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | | \$ 297,368,910 | | \$ - |
| 10.08.241 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | Route Mile | \$ 47,685,463 | | | \$ - |
| 10.08.242 10.08.243 | Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) | Route Mile | | \$ 113,525,265 | | \$ - |
| 10.08.344 | Retained Cut, Trench - 4 Track (50 Avg. Exc Depth) Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile Route Mile | \$ 192,038,567 \$ 295,374,114 | \$ 195,743,184 \$ 301,072,178 | | \$ - \$ - |
| 10.08.346 | Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile | , , | \$ 363,230,988 | | \$ - |
| 10.08.411 | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 8,667,052 | \$ 8,834,248 | | \$ - |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 24,952,856 | \$ 25,434,222 | | \$ - |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 43,794,002 | \$ 44,638,832 | | \$ - |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | | \$ 9,515,280 | | \$ - |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,915,008 | \$ 26,414,935 | 1.33 | \$ 35,131,864 |
| 10.08.423 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 45,060,437 | \$ 45,929,698 | | \$ - |
| 10.08.432 | Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,723,268 | \$ 26,219,496 | | \$ - |
| 10.08.441 | Retained Fill, Walls Both Sides - 4 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,573,053 | \$ 9,757,727 | | \$ - |
| 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 26,163,983 | \$ 26,668,712 | | \$ - |
| 10.08.461 | Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,858,094 | \$ 10,048,266 | | \$ - |
| 10.08.999 | Maintenance Of Traffic | LS | | | | \$ - |
| 10.09 | Track new construction: Conventional ballasted | | \$ - | | | \$ 7,782,580 |
| 10.09.110 10.09.112 | Ballasted Track - 1 Track Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | \$ 1,820,565 | \$ 1,855,686 | | \$ - |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track Ballasted Track - 2 Track | Route Mile | \$ 1,221,280 \$ 3,416,549 | \$ 1,244,839 | | \$ - \$ - |
| 10.09.122 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile Route Mile | \$ 3,416,549 \$ 2,423,901 | \$ 3,482,458 \$ 2,470,660 | 3.15 | \$ 7,782,580 |
| 10.09.240 | Ballasted Track - 2 Track (Station Track) | Route Mile | \$ 7,244,923 | \$ 7,384,685 | 3.13 | \$ 7,782,380 |
| 10.09.132 | Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | \$ 3,580,069 | \$ 3,649,132 | | \$ - |
| 10.09.142 | Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ 4,521,614 | \$ 4,608,840 | | \$ - |
| 10.09.162 | Ballasted Track (Track Laying Machine) - 6 Track | Route Mile | \$ 6,782,421 | \$ 6,913,261 | | \$ - |
| 10.09.810 | Ballasted Freight Track - 1 Track | Route Mile | \$ 1,554,241 | \$ 1,584,224 | | \$ - |
| 10.09.820 | Ballasted Freight Track - 2 Track | Route Mile | \$ 3,089,739 | \$ 3,149,343 | | \$ - |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile | \$ 4,645,413 | \$ 4,735,027 | | \$ - |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile | \$ 91,367 | \$ 93,129 | | \$ - |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ 162,843 | \$ 165,985 | | \$ - |
| 10.09.922 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile | \$ 325,778 | \$ 332,063 | | \$ - |
| 10.09.923 | Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ 488,667 | \$ 498,094 | | \$ - |
| 10.09.924 | Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ 651,556 | \$ 664,125 | | \$ - |
| 10.10 | Track new construction: Non-ballasted | | \$ - | | | \$ 110,831 |
| 10.10.110 10.10.120 | Direct Fixation Track - 1 Track Direct Fixation Track - 2 Track | Route Mile | | \$ 1,847,462 | 0.03 | \$ - |
| 10.10.120 | Direct Fixation Track - 4 Track | Route Mile Route Mile | \$ 3,624,438 \$ 7,293,868 | | 0.03 | \$ 110,831 \$ - |
| 10.10.210 | Independent Dual Block Track - 1 Track | Route Mile | \$ 7,293,868 \$ 3,338,726 | \$ 7,434,574 \$ 3,403,134 | | \$ - |
| 10.10.220 | Independent Dual Block Track - 2 Track | Route Mile | \$ 6,676,744 | \$ 6,805,545 | | \$ - |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile | \$ 13,353,468 | \$ 13,611,070 | | \$ - |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | | \$ - | | | \$ - |
| 10.14.100 | Direct Fixation Turnout (60 MPH) | EA | \$ 477,018 | \$ 486,221 | | \$ - |
| 10.14.105 | Direct Fixation Turnout (80 MPH) | EA | \$ 630,650 | \$ 642,816 | | \$ - |
| 10.14.110 | Direct Fixation Turnout (110 MPH) | EA | \$ 887,327 | \$ 904,444 | | \$ - |
| 10.14.115 | Direct Fixation Turnout (150 MPH) | EA | \$ 1,220,877 | \$ 1,244,429 | | \$ - |
| 10.14.130 | Direct Fixation Crossover (60 MPH) | EA | \$ 879,265 | \$ 896,227 | | \$ - |
| 10.14.135 | Direct Fixation Crossover (80 MPH) | EA | \$ 1,188,515 | | | \$ - |
| 10.14.140 | Direct Fixation Crossover (110 MPH) | EA | \$ 1,647,309 | \$ 1,679,087 | | \$ - |
| 10.14.145 | Direct Fixation Crossover (150 MPH) | EA | \$ 2,254,990 | | | \$ - |
| 10.14.199 10.14.200 | Ballasted Turnout (25 MPH) Ballasted Turnout (60 MPH) | EA | \$ 130,500 | \$ 133,017 | | \$ - |
| 10.14.200 | Ballasted Turnout (80 MPH) | EA EA | \$ 396,172 \$ 533,623 | | | \$ - \$ - |
| 10.14.210 | Ballasted Turnout (110 MPH) | EA | \$ 739,770 | \$ 754,041 | | \$ - |
| 10.14.215 | Ballasted Turnout (150 MPH) | EA | \$ 1,012,686 | \$ 754,041 | | \$ - |
| 10.14.300 | Ballasted Crossover (60 MPH) | EA | \$ 731,709 | | | \$ - |
| 10.14.305 | Ballasted Crossover (80 MPH) | EA | \$ 986,399 | | | \$ - |
| 10.14.310 | Ballasted Crossover (110 MPH) | EA | \$ 1,372,407 | \$ 1,398,882 | | \$ - |
| 10.14.315 | Ballasted Crossover (150 MPH) | EA | \$ 1,877,814 | | | \$ - |
| 10.14.400 | Terminal - Bumping Post | EA | \$ 27,763 | \$ 28,299 | | \$ - |
| 20.01 | Station buildings: Intercity passenger rail only | | | | | \$ - |
| 20.01.100 | Anaheim Station | LS | \$ 94,508,725 | \$ 96,331,893 | | \$ - |
| 20.01.105 | Millbrae Station | LS | \$ 24,939,819 | | | \$ - |
| 20.01.105 | Millbrae Station - Site Elements | LS | \$ 24,939,819 | | | \$ - |
| 20.01.110 | LA Union Station | LS | \$ 193,627,800 | \$ 197,363,075 | | \$ - |
| 20.02.200 | Redwood/Palo Alto Station | LS | \$ 51,451,014 | | | \$ - |
| 20.02.201 | Redwood/Palo Alto Station - Site Elements | LS | \$ 6,667,755 | | | \$ - |
| 20.02.205 | Norwalk Station | LS | \$ 46,561,775 | | | \$ - |
| 20.02.206 20.02.210 | Norwalk Station - Site Elements Tulare Station | LS | \$ 18,939,701 | | | \$ - |
| 20.02.210 | Tulare Station Tulare Station - Site Elements | LS | \$ 55,108,000 | | | \$ - \$ - |
| 20.02.211 | Gilroy Station | LS LS | \$ 19,174,756 \$ 68,723,791 | \$ 19,544,656 \$ 70,049,542 | | \$ - |
| 20.02.216 | Gilroy Station - Site Elements | LS | \$ 9,586,063 | | | \$ - |
| 20.02.220 | Burbank Station | LS | \$ 9,586,063 | | | \$ - |
| 20.02.221 | Burbank Station - Site Elements | LS | \$ 13,393,012 | | | \$ - |
| 20.02.225 | San Jose Station | LS | \$ 70,224,925 | | | \$ - |
| 20.02.226 | San Jose Station-Site Elements | LS | \$ 11,447,016 | | | \$ - |
| | i e | | | | l | |
| 20.02.230 | Merced Station | LS | \$ 65,035,950 | \$ 66,290,559 | | \$ - |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: L1 |
|---------------------------|--|--------------------------|--------------------------------|---|----------|---------------------------|
| LLLIVILIVI | | | 2009) | 2010) | QTY | COST |
| 20.02.235 | Fresno Station | LS | \$ 65,863,950 | | | \$ |
| 20.02.236 | Fresno Station - Site Elements | LS | \$ 9,639,938 | | | \$ |
| 20.02.240 20.02.241 | Bakersfield Station Bakersfield Station - Site Elements | LS | \$ 67,643,575 | | | \$ \$ |
| 20.02.241 | Palmdale Station | LS LS | \$ 12,084,938 \$ 68,151,875 | | | \$ |
| 20.02.246 | Palmdale Station - Site Elements | LS | \$ 16,760,249 | \$ 17,083,571 | | Ś |
| 20.02.250 | Sylmar Station | LS | \$ 68,151,875 | \$ 69,466,593 | | \$ |
| 20.02.251 | Sylmar Station - Site Elements | LS | \$ 20,560,115 | \$ 20,956,740 | | \$ |
| 20.02.300 | At-Grade Station | LS | \$ - | \$ 68,000,000 | | \$ |
| 20.06 20.06.120 | Pedestrian / bike access and accommodation, landscaping, parking lots | | | | | \$ |
| 20.06.120 | Pedestrian Access (Cut & Cover) Pedestrian Plaza | LF SF | \$ 18,340 \$ 33 | \$ 18,694 \$ 34 | | \$ \$ |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | \$ 287,837 | \$ 293,389 | | Ś |
| 20.06.210 | Parking - At Grade | STL | \$ 3,330 | \$ 3,394 | | \$ |
| 20.06.250 | Parking - Structured (Above Grade) | STL | \$ 21,812 | \$ 22,233 | | \$ |
| 20.06.800 | Landscaping Allowance | SF | \$ 3 | \$ 3 | | \$ |
| 20.06.810 | Landscaping Allowance, Guideway | Route Mile | \$ 175,476 | \$ 178,861 | | \$ |
| 20.07 | Automobile, bus, van accessways including roads | | | | | ć |
| 30.02 30.02.010 | Light maintenance facility Light Maintenance Facility (LMF) | EA | \$ 105,006,028 | \$ 107,031,700 | | \$ |
| 30.03 | Heavy maintenance facility | LA | 7 103,000,028 | 2 107,031,700 | | \$ |
| 30.03.010 | Heavy Maintenance Facility (HMF) | EA | \$ 223,630,679 | \$ 227,944,740 | | \$ |
| 30.04 | Storage or maintenance-of-way building/bases | | | | | \$ |
| 30.04.010 | Maintenance of Way Facility (MOWF) | EA | \$ 11,711,592 | \$ 11,937,521 | | \$ |
| 30.05 | Yard and yard track | | | | | \$ |
| 30.05.110 30.05.200 | Ballasted Track - Yard Track Ballasted Turnout, No. 15 | Route Mile | \$ 1,686,767 | \$ 1,719,306 | | \$ \$ |
| 30.05.210 | Ballasted Diamond Crossover, No. 15 | EA EA | \$ 404,233 \$ 574,336 | \$ 412,031 \$ 585,415 | | \$ |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | TF | \$ 1,283 | \$ 1,308 | | \$ |
| 40.01 | Demolition, clearing, site preparation | | , | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | \$ |
| 40.01.010 | Demolition Allowance, Bridge | SF | \$ 26 | \$ 27 | | \$ |
| 40.01.050 | Demolition Allowance, Building (1 Story) | SF | \$ 14 | \$ 14 | | \$ |
| 40.01.060 | Demolition Allowance, Building (2 Story) | SF | \$ 27 | \$ 28 | | \$ |
| 40.01.110 40.01.140 | Demolition Allowance, Asphalt Pavement Demolition Allowance, Concrete Curb | SY | \$ 56 \$ 13 | \$ 57 | | \$ \$ |
| 40.01.150 | Demolition Allowance, Concrete Sidewalk | LF SY | \$ 13 \$ 41 | \$ 13 \$ 42 | | \$ |
| 40.01.810 | Demolition Allowance, Remove Railroad Track | Route Mile | \$ 169,459 | \$ 172,728 | | Ś |
| 40.01.900 | Miscellanous Excavation & Support Items | LS | \$ 2,224 | \$ 2,267 | | \$ |
| 40.01.999 | Maintenance Of Traffic | LS | | | | \$ |
| 40.02 | Site utilities, utility relocation | | | | | \$ 502,22 |
| 40.02.001 | Utility Relocation Allowance, Level 1 | Route Mile | \$ 1,099,949 | | | \$ |
| 40.02.002 40.02.003 | Utility Relocation Allowance, Level 2 Utility Relocation Allowance, Level 3 | Route Mile | \$ 1,978,427 | | | \$ |
| 40.02.003 | Utility Relocation Allowance, Level 4 | Route Mile Route Mile | \$ 3,267,072 \$ 3,906,355 | \$ 3,330,097 \$ 3,981,713 | | \$ |
| 40.02.005 | Utility Relocation Allowance, Level 5 | Route Mile | \$ 4,927,149 | | 0.10 | \$ 502,22 |
| 40.02.060 | Major Utility Relocation, Aerial Transmission Line | EA | \$ 8,600,000 | | 0.20 | \$ |
| 40.02.050 | Site Utility Allowance | Route Mile | \$ 1,660,257 | | | \$ |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatm | i | \$ - | | | \$ |
| 40.03.100 | Hazardous Material Removal Allowance, Light | Route Mile | \$ 188,246 | | | \$ |
| 40.03.105 40.03.110 | Hazardous Material Removal Allowance, Medium Hazardous Material Removal Allowance, Heavy | Route Mile | \$ 370,152 | \$ 377,293 | | \$ |
| 40.03.110 | Removal of Contaminated Soil | Route Mile CF | \$ 555,734 \$ 13 | \$ 566,454 \$ 14 | | \$ \$ |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | Ci | \$ - | 3% | | \$ 1,828,75 |
| 40.04.100 | Environmental Mitigation Allowance, Light | Route Mile | \$ 583,755 | \$ 595,016 | | \$ |
| 40.04.105 | Environmental Mitigation Allowance, Medium | Route Mile | \$ 1,634,403 | \$ 1,665,932 | | \$ |
| 40.04.110 | Environmental Mitigation Allowance, Heavy | Route Mile | \$ 2,743,574 | \$ 2,796,500 | | \$ |
| 40.05 | Site structures including retaining walls, sound walls | | \$ - | å 2000 | | \$ 5,481,49 |
| 40.05.012 40.05.020 | Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) | LF LF | \$ 3,029 \$ 3,944 | \$ 3,088 \$ 4,020 | | \$ |
| 40.05.030 | Retaining Wall - 1 Wall (30' Avg. Height) | LF LF | \$ 5,392 | \$ 4,020 | | \$ |
| 40.05.111 | Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | LF | \$ 804 | \$ 820 | | \$ |
| 40.05.112 | Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | LF | \$ 1,551 | \$ 1,581 | 3,467.00 | \$ 5,481,49 |
| 40.05.120 | Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | LF | \$ 1,308 | \$ 1,334 | | \$ |
| 40.05.211 | Sound Wall - 1 Wall (8' Avg. Height) | LF | \$ 205 | \$ 209 | | \$ |
| 40.05.212 | Sound Wall - 1 Wall (16' Avg. Height) | LF | \$ - | \$ 400 | | \$ |
| 40.05.310 40.05.400 | Intrusion Protection Berm Canal Realignments (10' X 8' Trench) | LF LF | \$ 136 \$ - | \$ 139 \$ 813 | | \$ \$ |
| 40.05.401 | Canal Realignments (65' X 10' Trench) | LF LF | \$ - | \$ 3,251 | | \$ |
| 40.05.999 | Maintenance Of Traffic | LS | 1 | 5,251 | | \$ |
| 40.06 | Temporary facilities and other indirect costs during construction | | | 4% | | \$ 2,438,34 |
| 40.07 | Purchase or lease of real estate | Acre | | | | \$ 1,182,02 |
| 40.08 | Highway/pedestrian overpass/grade separations | | | | | \$ 5,962,26 |
| 40.08.145a 40.08.146a | Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | EA | | \$ 3,577,704 | | \$ |
| 40.08.146a 40.08.147a | Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment | EA EA | | \$ 3,080,539 \$ 972,574 | | \$ |
| 40.08.322 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks | EA | \$ 3,968,660 | \$ 972,574 | | \$ |
| 40.08.324 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | EA | \$ 3,968,660 | \$ 4,045,219 | | \$ |
| 40.08.326 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 2 tracks | EA | \$ 5,346,429 | | | \$ |
| | | EA | .,,.23 | \$ 11,324,363 | | \$ |
| 40.08.341a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 5 spans | LA | | | | |
| 40.08.341a 40.08.342a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 5 spans Roadway Overcrossing HSR - 4 lane retained fill roadway - 5 spans | EA | | \$ 15,659,613 | | \$ |

| UNIT PRICE | DESCRIPTION | UNIT | | UNIT PRICE (3rd Quarter | | NIT PRICE rd Quarter | FNO-BFD Subsection: L1 | | |
|------------|---|------------|----|----------------------------|----|-------------------------|------------------------------|----|-----------|
| ELEWIENI | | | | 2009) | | 2010) | QTY | | COST |
| | Pedstrain Overcrossing | EA | | | \$ | 2,100,000 | | \$ | - |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | | \$ | - |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | | \$ | - |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | \$ | - |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | \$ | - |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | \$ | - |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | \$ | - |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ | 5,362,896 | | \$ | - |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | \$ | - |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ | 723,886 | | \$ | - |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | | | \$ | 5,805,298 | 1.00 | \$ | 5,805,298 |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | | \$ | - |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | Ś | 4,089,716 | | \$ | - |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | _ | \$ | 15,000,000 | | Ś | _ |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | _ | Ś | 25,987,089 | | Ś | _ |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | \$ | 5,615,692 | | Ś | _ |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | EA | \$ | 5,341,703 | \$ | 5,444,750 | | Ś | - |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | \$ | 6,516,967 | \$ | 6,642,686 | | \$ | - |
| 40.08.144 | Roadway Undercrossing HSR - 4 lane roadway under 4 tracks | | \$ | | \$ | | | \$ | - |
| 40.08.510 | | EA | | 7,129,564 | | 7,267,100 | | | - |
| 40.08.510 | Roadway Modification, New AC Paving | SF | \$ | 17 | \$ | 18 | | \$ | - |
| | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | SF | \$ | 21 | \$ | 21 | | \$ | |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | Route Mile | \$ | 549,929 | \$ | 560,538 | 0.04 | \$ | 24,417 |
| 40.08.540 | Access Road Entrance Point | EA | \$ | 31,937 | \$ | 32,553 | 1.00 | \$ | 32,553 |
| 40.08.550 | Streetscaping Allowance | ESF | \$ | 343 | \$ | 350 | | \$ | - |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert | EA | \$ | - | \$ | 20,000 | 5.00 | \$ | 100,000 |
| 40.08.999 | Maintenance Of Traffic | LS | | | | | | \$ | - |
| 50.01 | Wayside signaling equipment | | | | | | | \$ | 4,007,275 |
| 50.01.010 | Train Controls (ATC) | Route Mile | \$ | 1,128,300 | \$ | 1,150,066 | 3.18 | \$ | 3,657,210 |
| 50.01.011 | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | | \$ | - |
| 50.01.020 | Wayside Protection System | Route Mile | \$ | 108,000 | \$ | 110,083 | 3.18 | \$ | 350,065 |
| 50.01.021 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 162,000 | \$ | 165,125 | | \$ | - |
| 50.01.030 | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | \$ | - |
| 50.05 | Communications | | | | | | | \$ | 622,338 |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | 3.18 | \$ | 622,338 |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | | \$ | - |
| 60.02 | Traction power supply: Substations | | | | | | | \$ | 8,119,218 |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | \$ | 2,471,835 | 3.18 | \$ | 7,860,434 |
| 60.02.102 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | \$ | 12,103,061 | | \$ | - |
| 60.02.101 | Traction Power Supply- 4 Tracks | Route Mile | \$ | 3,881,250 | \$ | 3,956,123 | | \$ | - |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | | \$ | - |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | | \$ | - |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | \$ | 258,784 | 1.00 | \$ | 258,784 |
| 60.03 | Traction power distribution: Catenary and third rail | | | | | | | \$ | 6,867,763 |
| 60.03.100 | Traction Power Distribution | Route Mile | \$ | 2,118,800 | \$ | 2,159,674 | 3.18 | \$ | 6,867,763 |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | | \$ | - |
| 60.03.100 | Traction Power Distribution- 4 Tracks | Route Mile | Ś | 3,178,200 | Ś | 3,239,511 | | Ś | |

| UNIT PRICE | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | FNO-BFI ubsectio L2 | |
|--------------------------|---|--------------------------|---------------------------------|---------------------------------|--------------|---------------------------|----------------------|
| LLLIWEIVI | | | 2009) | 2010) | QTY | | cost |
| 10.01 | Track structure: Viaduct | | | | | \$ | 93,304,5 |
| 10.01.122 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | \$ 36,624,377 | | \$ | |
| 10.01.123 | Elevated Structure - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 45,285,042 | \$ 46,158,636 | | \$ | |
| 10.01.124 | Elevated Structure - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 46,232,612 | \$ 47,124,486 | | \$ | |
| 10.01.125 | Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 47,180,084 | \$ 48,090,235 | | \$ | |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 64,502,791 | \$ 65,747,114 | | \$ | |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 66,081,681 | \$ 67,356,463 | 0.10 | \$ | 4 405 0 |
| 10.01.222 10.01.223 | Elevated Structure - 2 Track (30' Avg. Pier Ht) Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 43,224,380 \$ 52,578,482 | \$ 44,058,221 \$ 53,592,774 | 0.10 0.95 | \$ | 4,405,8 |
| 10.01.224 | Elevated Structure - 2 Track (40' Avg. Pier Ht) | Route Mile Route Mile | \$ 52,578,482 \$ 53,525,409 | \$ 53,592,774 \$ 54,557,967 | 0.34 | \$ | 50,953,7 18,392,6 |
| 10.01.225 | Elevated Structure - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 54,473,243 | \$ 55,524,087 | 0.34 | \$ | 18,392,0 |
| 10.01.226 | Elevated Structure - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 71,796,207 | \$ 73,181,228 | | \$ | |
| 10.01.227 | Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 73,374,892 | \$ 74,790,367 | | \$ | |
| 10.01.242 | Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 82,812,928 | \$ 84,410,473 | | \$ | |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 101,501,272 | \$ 103,459,333 | | \$ | |
| 10.01.244 | Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 103,395,885 | \$ 105,390,496 | | \$ | |
| 10.01.245 | Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile | \$ 105,253,245 | \$ 107,283,686 | | \$ | |
| 10.01.246 | Elevated Structure - 4 Track (60' Avg. Pier Ht) | Route Mile | \$ 141,642,485 | \$ 144,374,910 | | \$ | |
| 10.01.247 | Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile | \$ 144,884,105 | \$ 147,679,065 | | \$ | |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 39,541,927 | \$ 40,304,730 | | \$ | |
| 10.01.323 | Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 49,862,619 | \$ 50,824,519 | | \$ | |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 50,914,824 | \$ 51,897,022 | | \$ | |
| 10.01.325 | Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 51,967,437 | \$ 52,969,941 | | \$ | |
| 10.01.326 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 62,798,549 | \$ 64,009,996 | | \$ | |
| 10.01.327 | Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 64,181,981 | \$ 65,420,116 | | \$ | |
| 10.01.422 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 47,694,536 | \$ 48,614,611 | | \$ | |
| 10.01.423 | Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 58,014,969 | \$ 59,134,136 | | \$ | |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 59,067,487 | \$ 60,206,958 | | \$ | |
| 10.01.425 | Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 60,120,295 | \$ 61,280,076 | | \$ | |
| 10.01.426 | Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 70,951,046 | \$ 72,319,762 | | \$ | |
| 10.01.427 | Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 72,334,586 | \$ 73,729,993 | | \$ | |
| 10.01.431 | Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | Route Mile | \$ 235,649,714 | \$ 240,195,634 | | \$ | |
| 10.01.432 | Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) | Route Mile | \$ 239,350,822 | \$ 243,968,140 | | \$ | |
| 10.01.512 | Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 70,118,523 | \$ 71,471,180 | | \$ | |
| 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 74,724,468 | \$ 76,165,978 | | \$ | |
| 10.01.514 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 76,108,232 | \$ 77,576,437 | | \$ | |
| 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 77,528,913 | \$ 79,024,523 | | \$ | |
| 10.01.516 | Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 78,976,112 | \$ 80,499,641 | | \$ | |
| 10.01.522 | Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 77,411,338 | \$ 78,904,680 | | \$ | |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 82,017,601 | \$ 83,599,803 | 0.22 | \$ | 40.550 |
| 10.01.524 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 83,401,267 | \$ 85,010,162 | 0.23 | \$ | 19,552,3 |
| 10.01.526 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 84,822,267 \$ 86,267,477 | \$ 86,458,574 \$ 87,931,664 | | \$ | |
| 10.01.612 | Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile Route Mile | \$ 86,267,477 \$ 111,218,191 | \$ 87,931,664 \$ 113,363,701 | | \$ | |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 116,892,249 | \$ 119,147,218 | | \$ | |
| 10.01.614 | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 119,418,218 | \$ 121,721,915 | | \$ | |
| 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | | \$ 124,258,848 | | Ś | |
| 10.01.622 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 118,511,296 | | | \$ | |
| 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 124,185,450 | \$ 126,581,112 | | \$ | |
| 10.01.624 | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 126,711,251 | \$ 129,155,638 | | \$ | |
| 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 129,200,143 | \$ 131,692,544 | | \$ | |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 131,726,304 | \$ 134,267,437 | | \$ | |
| 10.01.700 | Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 126,282,645 | \$ 128,718,764 | | \$ | |
| 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 131,933,691 | \$ 134,478,825 | | \$ | |
| 10.01.702 | Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 134,449,679 | \$ 137,043,348 | | \$ | |
| 10.01.944 | Elevated Structure - 2 Track w/ 2 Single Trenches | Route Mile | \$ - | \$ - | | \$ | |
| 10.01.950 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 44,000,000 | \$ 44,848,804 | | \$ | |
| 10.01.951 | PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 58,000,000 | \$ 59,118,878 | | \$ | |
| 10.01.960 | Stream Crossings HST Structure Box Culverts | EA | \$ 20,000 | \$ 20,386 | | \$ | |
| 10.01.999 | Maintenance Of Traffic | LS | | | | \$ | |
| 10.02 | Track structure: Major/Movable bridge | | \$ - | | | \$ | |
| 10.02.013 | Bridge Structure - 3 span with 1 Track | Route Mile | \$ 47,326,516 | \$ 48,239,492 | | \$ | |
| 10.02.023 10.02.043 | Bridge Structure - 3 span with 2 Track Bridge Structure - 3 span with 4 Track | Route Mile | \$ 66,899,099 | \$ 68,189,650 | | \$ | |
| 10.02.043 10.02.044a | Bridge Structure - 3 Span with 4 Track Bridge Structure - 2 Track Steel Truss Bridges | Route Mile | \$ 100,045,360 | \$ 101,975,335 | | \$ | |
| 10.02.044a 10.02.045a | Bridge Structure - 2 Track Steel Truss Bridges Bridge Structure - SJVR Spur - Trench Cover | Route Mile | \$ - | \$ 12,077,578 \$ 1,564,672 | | \$ | |
| 10.02.045a 10.02.046a | Bridge Structure - SJVR Spur - Trench Cover Bridge Structure - SJVR Spur - Rail Bridge | EA EA | \$ - \$ - | | | \$ | |
| 10.02.046a 10.02.047a | Bridge Structure - Dry Creek Canal Water bridge | EA EA | \$ - | \$ 1,289,565 \$ 3,283,677 | | \$ | |
| 10.02.047a | Maintenance Of Traffic | LS | | y 3,463,0// | | \$ | |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) | L | \$ - | | | \$ | 15,252, |
| 10.05.111 | At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) | Route Mile | \$ 1,919,183 | \$ 1,956,206 | | \$ | 13,232, |
| 10.05.112 | At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,040,609 | \$ 3,099,266 | | \$ | |
| 10.05.113 | At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) | Route Mile | \$ 4,437,362 | \$ 4,522,964 | | \$ | |
| 10.05.114 | At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 6,095,891 | \$ 6,213,487 | | \$ | |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 2,527,904 | \$ 2,576,670 | | \$ | |
| 10.05.122 | At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,873,994 | \$ 3,948,727 | | Ś | |
| 10.05.123 | At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | \$ 5,488,286 | \$ 5,594,161 | | \$ | |
| 10.05.124 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 7,375,140 | \$ 7,517,413 | | \$ | |
| 10.05.126 | At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 17,706,798 | \$ 18,048,380 | | \$ | |
| 10.05.128 | At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile | \$ 32,673,082 | \$ 33,303,379 | | \$ | |
| | At-Grade Track-bed in Cut - 2 Track (80' Avg. Exc Depth) | Route Mile | \$ 52,529,924 | | | \$ | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD obsection: L2 |
|------------------------|--|--------------------------|----------------------------------|----------------------------------|------|----------------------------|
| ELLIVEIT | | | 2009) | 2010) | QTY | COST |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ 77,047,580 | \$ 78,533,905 | | \$ |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | \$ 3,555,979 | \$ 3,624,578 | | \$ |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ 5,002,163 | | | \$ |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,255,789 | \$ 1,280,015 | | \$ |
| 10.05.212 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,824,123 | | | \$ |
| 10.05.213 10.05.214 | At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile | \$ 2,574,079 | \$ 2,623,735 | | \$ |
| 10.05.214 | At-Grade Track-bed in Fill - 1 Track (20 Avg. Fill Ht) At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) | Route Mile Route Mile | \$ 3,508,477 | \$ 3,576,159 | | \$ |
| 10.05.222 | At-Grade Track-bed in Fill - 2 Track (3 Avg. Fill Ht) | Route Mile | \$ 1,804,472 \$ 2,514,964 | \$ 1,839,282 \$ 2,563,480 | 5.95 | \$ \$ 15,252,70 |
| 10.05.223 | At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile | \$ 3,420,413 | | 3.93 | \$ 13,232,70 |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ 4,498,944 | \$ 4,585,733 | | Ś |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ 10,874,062 | \$ 11,083,833 | | Š |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ 20,392,304 | | | Ś |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ 33,180,092 | | | \$ |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ 48,985,268 | \$ 49,930,243 | | \$ |
| 10.05.241 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ 2,473,684 | \$ 2,521,404 | | \$ |
| 10.05.261 | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,162,050 | \$ 3,223,050 | | \$ |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ 5,441,105 | \$ 5,546,070 | | \$ |
| 10.05.999 | Maintenance Of Traffic | LS | | | | \$ |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | | | | | \$ |
| 10.06.210 | At-Grade Track-bed with Closed Drainage - 1 Track | Route Mile | \$ 1,366,385 | | | \$ |
| 10.06.220 | At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | \$ 2,168,933 | | | \$ |
| 10.06.230 | At-Grade Track-bed with Closed Drainage - 3 Track At-Grade Track-bed with Closed Drainage - 4 Track | Route Mile | \$ 2,660,843 | | | \$ |
| 10.06.240 10.06.999 | Maintenance Of Traffic | Route Mile | \$ 3,039,420 | \$ 3,098,053 | | \$ |
| 10.07 | Track structure: Tunnel | LS | | | | \$ |
| 10.07.101 | TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ 121,440,000 | \$ 123,782,700 | | \$ |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ 179,520,000 | | | Ś |
| 10.07.103 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ 158,400,000 | | | Ś |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | \$ 300,960,000 | | | Ś |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | \$ 227,040,000 | \$ 231,419,830 | | \$ |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ 205,920,000 | \$ 209,892,404 | | \$ |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ 464,640,000 | \$ 473,603,373 | | \$ |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | \$ 147,840,000 | \$ 150,691,982 | | \$ |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ 364,320,000 | \$ 371,348,099 | | \$ |
| 10.07.205 | D&B Double Track Tunnel 50ft ID in hard rock (competent) | Route Mile | \$ 232,320,000 | \$ 236,801,686 | | \$ |
| 10.07.206 | D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile | \$ 485,760,000 | | | \$ |
| 10.07.301 | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile | \$ 374,880,000 | \$ 382,111,812 | | \$ |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ 454,080,000 | \$ 462,839,659 | | \$ |
| 10.07.303 10.07.304 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ 269,280,000 | | | \$ |
| 10.07.305 | SEM Double Track Tunnel 40ft ID in soft ground (poor) SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | \$ 306,240,000 \$ 396,000,000 | \$ 312,147,677 | | \$ |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (poor) | Route Mile Route Mile | \$ 448,800,000 | \$ 403,639,238 \$ 457,457,803 | | Ś |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile | \$ 237,600,000 | | | Ś |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ 274,560,000 | | | Ś |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ 179,520,000 | | | Š |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ 248,160,000 | | | \$ |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) | Route Mile | \$ 290,400,000 | \$ 296,002,108 | | \$ |
| 10.07.406 | RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ 401,280,000 | \$ 409,021,094 | | \$ |
| 10.07.207 | D&B Cross Passage conservative cost in rock | Linear Feet | \$ 28,000 | \$ 28,540 | | \$ |
| 10.07.407 | RH Cross Passage conservative cost in soft rock | Linear Feet | \$ 25,000 | \$ 25,482 | | \$ |
| 10.07.501 | Cross Passage in Soft Ground (competent) | Linear Feet | \$ 33,000 | \$ 33,637 | | \$ |
| 10.07.502 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ 84,000 | \$ 85,620 | | \$ |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 90,688,401 | \$ 92,437,871 | | \$ |
| 10.07.115 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 107,082,440 | \$ 109,148,168 | | \$ |
| 10.07.116 | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 135,385,066 | \$ 137,996,780 | | \$ |
| 10.07.214 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 141,194,360 | \$ 143,918,141 | | \$ |
| 10.07.215 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 163,855,983 | | | \$ |
| 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) Cut & Cover Box - 2 Track / 2 Box (40' Avg. Exc Depth) | Route Mile Route Mile | \$ 202,718,337 \$ 189,027,415 | \$ 206,628,977 \$ 192,673,943 | | \$ |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (40 Avg. Exc Depth) | Route Mile | \$ 189,027,415 \$ 221,996,334 | | | \$ |
| 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | \$ 221,996,334 | \$ 226,278,866 | | \$ |
| 10.07.414 | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 206,677,660 | \$ 210,664,680 | | \$ |
| 10.07.415 | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 237,737,305 | \$ 242,323,497 | | Ś |
| 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 291,302,754 | \$ 296,922,277 | | \$ |
| 10.07.526a | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile | \$ - | \$ 434,924,098 | | \$ |
| 10.07.801 | Ventilation Shaft | VF | \$ 13,627 | \$ 13,890 | | \$ |
| 10.07.802 | Mid-Line Ventilation Structure | LS | \$ 8,742,980 | \$ 8,911,641 | | \$ |
| 10.07.803 | Tunnel Portal Structure | LS | \$ 8,089,108 | \$ 8,245,155 | | \$ |
| 10.07.805 | Emergency Access Shaft | VF | \$ 22,520 | | | \$ |
| 10.07.850 | Pumping Station | EA | \$ 212,310 | | | \$ |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) | Route Mile | \$ 7,354,997 | \$ 7,496,882 | | \$ |
| 10.07.902 | Mechanical & Electrical Allowance for Underground (Double) | Route Mile | \$ 14,710,177 | | | \$ |
| 10.07.920 | Ventilation Equipment Allowance Double Deck - 2 Track Trench on Top of 2 Track C&C Box | EA Bouto Mile | \$ 2,211,105 | | | \$ |
| 10.07.922 10.07.950 | Allowance for Construction Monitoring | Route Mile | \$ 210,906,243 | \$ 214,974,836 | | \$ |
| | - | Route Mile | \$ 145,939 | \$ 148,754 | | \$ 38,580,94 |
| 10.08 10.08.211 | Track structure: Retaining walls and systems Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 25,829,576 | \$ 26,327,855 | | \$ 38,580,94 |
| 10.08.212 | Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 67,586,123 | | | \$ |
| 10.08.213 | Retained Cut, Trench - 1 Track (30' Avg. Exc Depth) | Route Mile | \$ 127,460,002 | | | \$ |
| | | | , 100,002 | , | i . | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: L2 |
|--|--|--|---|--|------|--|
| ELLMENT | | | 2009) | 2010) | QTY | соѕт |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,868 | \$ 93,174,275 | | \$ - |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | \$ 163,304,293 | | | \$ - |
| 10.08.224 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | | \$ 297,368,910 | | \$ - |
| 10.08.241 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | Route Mile | \$ 47,685,463 | | | \$ - |
| 10.08.242 10.08.243 | Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) | Route Mile | | | | \$ - |
| 10.08.344 | Retained Cut, Trench - 4 Track (30 Avg. Exc Depth) Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile Route Mile | \$ 192,038,567 \$ 295,374,114 | \$ 195,743,184 \$ 301,072,178 | | \$ - \$ - |
| 10.08.346 | Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile | \$ 356,356,513 | \$ 363,230,988 | | \$ - |
| 10.08.411 | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 8,667,052 | \$ 8,834,248 | | \$ - |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 24,952,856 | \$ 25,434,222 | | \$ - |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 43,794,002 | \$ 44,638,832 | | \$ - |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,335,195 | \$ 9,515,280 | | \$ - |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,915,008 | \$ 26,414,935 | | \$ - |
| 10.08.423 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 45,060,437 | \$ 45,929,698 | 0.84 | \$ 38,580,947 |
| 10.08.432 | Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,723,268 | | | \$ - |
| 10.08.441 | Retained Fill, Walls Both Sides - 4 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,573,053 | \$ 9,757,727 | | \$ - |
| 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 26,163,983 | \$ 26,668,712 | | \$ - |
| 10.08.461 10.08.999 | Maintenance Of Traffic | Route Mile | \$ 9,858,094 | \$ 10,048,266 | | \$ - \$ - |
| 10.09 | Track new construction: Conventional ballasted | LS | ė | | | |
| 10.09 | Ballasted Track - 1 Track | Route Mile | \$ - \$ 1,820,565 | \$ 1,855,686 | | \$ 16,775,784 |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | \$ 1,221,280 | \$ 1,244,839 | | \$ - |
| 10.09.120 | Ballasted Track - 2 Track | Route Mile | \$ 3,416,549 | \$ 3,482,458 | | \$ - |
| 10.09.122 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile | \$ 2,423,901 | \$ 2,470,660 | 6.79 | \$ 16,775,784 |
| 10.09.240 | Ballasted Track - 2 Track (Station Track) | Route Mile | \$ 7,244,923 | \$ 7,384,685 | | \$ - |
| 10.09.132 | Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | \$ 3,580,069 | \$ 3,649,132 | | \$ - |
| 10.09.142 | Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ 4,521,614 | \$ 4,608,840 | | \$ - |
| 10.09.162 | Ballasted Track (Track Laying Machine) - 6 Track | Route Mile | \$ 6,782,421 | \$ 6,913,261 | | \$ - |
| 10.09.810 | Ballasted Freight Track | Route Mile | \$ 1,554,241 | \$ 1,584,224 | | \$ - |
| 10.09.820 | Ballasted Freight Track - 2 Track | Route Mile | \$ 3,089,739 | \$ 3,149,343 | | \$ - |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile | \$ 4,645,413 | \$ 4,735,027 | | \$ - |
| 10.09.910 10.09.920 | Ballasted Track Relocation - 1 Track (Temporary) Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ 91,367 | \$ 93,129 | | \$ - |
| 10.09.922 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile Route Mile | \$ 162,843 \$ 325,778 | \$ 165,985 \$ 332,063 | | \$ - \$ - |
| 10.09.923 | Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ 488,667 | \$ 498,094 | | \$ - |
| 10.09.924 | Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ 651,556 | \$ 664,125 | | \$ - |
| 10.10 | Track new construction: Non-ballasted | House Mile | \$ - | Ç 00 1,123 | | \$ 5,984,859 |
| 10.10.110 | Direct Fixation Track - 1 Track | Route Mile | | \$ 1,847,462 | | \$ - |
| 10.10.120 | Direct Fixation Track - 2 Track | Route Mile | \$ 3,624,438 | \$ 3,694,357 | 1.62 | \$ 5,984,859 |
| 10.10.140 | Direct Fixation Track - 4 Track | Route Mile | \$ 7,293,868 | \$ 7,434,574 | | \$ - |
| 10.10.210 | Independent Dual Block Track - 1 Track | Route Mile | \$ 3,338,726 | \$ 3,403,134 | | \$ - |
| 10.10.220 | Independent Dual Block Track - 2 Track | Route Mile | \$ 6,676,744 | \$ 6,805,545 | | \$ - |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile | \$ 13,353,468 | \$ 13,611,070 | | \$ - |
| 10.14 10.14.100 | Track: Special track work (switches, turnouts, insulated joints) Direct Fixation Turnout (60 MPH) | ГА | \$ - | ć 40C 221 | | \$ - \$ - |
| 10.14.105 | Direct Fixation Turnout (80 MPH) | EA EA | \$ 477,018 \$ 630,650 | 1 ' | | \$ - |
| 10.14.110 | Direct Fixation Turnout (110 MPH) | EA | \$ 887,327 | | | \$ - |
| 10.14.115 | Direct Fixation Turnout (150 MPH) | EA | \$ 1,220,877 | | | \$ - |
| 10.14.130 | Direct Fixation Crossover (60 MPH) | EA | \$ 879,265 | | | \$ - |
| 10.14.135 | Direct Fixation Crossover (80 MPH) | EA | \$ 1,188,515 | | | \$ - |
| 10.14.140 | Direct Fixation Crossover (110 MPH) | EA | \$ 1,647,309 | \$ 1,679,087 | | \$ - |
| 10.14.145 | Direct Fixation Crossover (150 MPH) | EA | \$ 2,254,990 | \$ 2,298,491 | | \$ - |
| 10.14.199 | Ballasted Turnout (25 MPH) | EA | \$ 130,500 | \$ 133,017 | | \$ - |
| 10.14.200 | Ballasted Turnout (60 MPH) | EA | \$ 396,172 | | | \$ - |
| 10.14.205 10.14.210 | Ballasted Turnout (80 MPH) Ballasted Turnout (110 MPH) | EA | \$ 533,623 | | | \$ - |
| 10.14.215 | Ballasted Turnout (150 MPH) | EA EA | \$ 739,770 \$ 1,012,686 | \$ 754,041 \$ 1,032,221 | | \$ - \$ - |
| 10.14.300 | Ballasted Crossover (60 MPH) | EA EA | \$ 1,012,686 | | | \$ - |
| 10.14.305 | Ballasted Crossover (80 MPH) | EA | \$ 986,399 | | | \$ - |
| 10.14.310 | Ballasted Crossover (110 MPH) | EA | \$ 1,372,407 | \$ 1,398,882 | | \$ - |
| 10.14.315 | Ballasted Crossover (150 MPH) | EA | \$ 1,877,814 | | | \$ - |
| 10.14.400 | Terminal - Bumping Post | EA | \$ 27,763 | \$ 28,299 | | \$ - |
| 20.01 | Station buildings: Intercity passenger rail only | | | | | \$ - |
| 20.01.100 | Anaheim Station | LS | \$ 94,508,725 | | | \$ - |
| 20.01.105 | Millbrae Station | LS | \$ 24,939,819 | | | \$ - |
| 20.01.105 | Millbrae Station - Site Elements | LS | \$ 24,939,819 | | | \$ - |
| | LA Union Station Redwood/Palo Alto Station | LS | \$ 193,627,800 | \$ 197,363,075 | | \$ - |
| 20.01.110 | neurous do Allo Station | LS LS | \$ 51,451,014 \$ 6,667,755 | | | \$ - \$ - |
| 20.02.200 | Redwood/Palo Alto Station - Site Elements | , LJ | | | | \$ - \$ - |
| 20.02.200 20.02.201 | Redwood/Palo Alto Station - Site Elements Norwalk Station | | \$ 46 561 775 | | | I Y |
| 20.02.200 | | LS | \$ 46,561,775 \$ 18,939,701 | | | · - |
| 20.02.200 20.02.201 20.02.205 | Norwalk Station | LS LS | \$ 18,939,701 | \$ 19,305,067 | | \$ - \$ - |
| 20.02.200 20.02.201 20.02.205 20.02.206 | Norwalk Station Norwalk Station - Site Elements | LS | | \$ 19,305,067 \$ 56,171,089 | | |
| 20.02.200 20.02.201 20.02.205 20.02.206 20.02.210 | Norwalk Station Norwalk Station - Site Elements Tulare Station | LS LS LS | \$ 18,939,701 \$ 55,108,000 | \$ 19,305,067 \$ 56,171,089 \$ 19,544,656 | | \$ - |
| 20.02.200 20.02.201 20.02.205 20.02.206 20.02.210 20.02.211 | Norwalk Station Norwalk Station - Site Elements Tulare Station Tulare Station - Site Elements | LS LS LS | \$ 18,939,701 \$ 55,108,000 \$ 19,174,756 | \$ 19,305,067 \$ 56,171,089 \$ 19,544,656 \$ 70,049,542 | | \$ - \$ - |
| 20.02.200 20.02.201 20.02.205 20.02.206 20.02.210 20.02.211 20.02.215 20.02.216 20.02.220 | Norwalk Station Norwalk Station - Site Elements Tulare Station Tulare Station - Site Elements Gilroy Station Gilroy Station - Site Elements Burbank Station | LS LS LS LS | \$ 18,939,701 \$ 55,108,000 \$ 19,174,756 \$ 68,723,791 | \$ 19,305,067 \$ 56,171,089 \$ 19,544,656 \$ 70,049,542 \$ 9,770,987 | | \$ - \$ - \$ |
| 20.02.200 20.02.201 20.02.205 20.02.206 20.02.210 20.02.215 20.02.216 20.02.220 20.02.221 | Norwalk Station Norwalk Station - Site Elements Tulare Station Tulare Station - Site Elements Gilroy Station Gilroy Station - Site Elements Burbank Station - Site Elements | LS LS LS LS LS LS | \$ 18,939,701 \$ 55,108,000 \$ 19,174,756 \$ 68,723,791 \$ 9,586,063 \$ 61,155,850 \$ 13,393,012 | \$ 19,305,067 \$ 56,171,089 \$ 19,544,656 \$ 70,049,542 \$ 9,770,987 \$ 62,335,608 \$ 13,651,377 | | \$ - \$ - \$ - \$ - \$ - \$ - |
| 20.02.200 20.02.201 20.02.205 20.02.206 20.02.210 20.02.211 20.02.215 20.02.216 20.02.220 20.02.221 | Norwalk Station Norwalk Station - Site Elements Tulare Station Tulare Station - Site Elements Gilroy Station - Site Elements Burbank Station Burbank Station - Site Elements San Jose Station | LS | \$ 18,939,701 \$ 55,108,000 \$ 19,174,756 \$ 68,723,791 \$ 9,586,063 \$ 61,155,850 \$ 13,393,012 \$ 70,224,925 | \$ 19,305,067 \$ 56,171,089 \$ 19,544,656 \$ 70,049,542 \$ 9,770,987 \$ 62,335,608 \$ 13,651,377 \$ 71,579,634 | | \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - |
| 20.02.200 20.02.201 20.02.205 20.02.206 20.02.210 20.02.215 20.02.216 20.02.220 20.02.221 | Norwalk Station Norwalk Station - Site Elements Tulare Station Tulare Station - Site Elements Gilroy Station Gilroy Station - Site Elements Burbank Station - Site Elements | LS LS LS LS LS LS | \$ 18,939,701 \$ 55,108,000 \$ 19,174,756 \$ 68,723,791 \$ 9,586,063 \$ 61,155,850 \$ 13,393,012 | \$ 19,305,067 \$ 56,171,089 \$ 19,544,656 \$ 70,049,542 \$ 9,770,987 \$ 62,335,608 \$ 13,651,377 \$ 71,579,634 \$ 11,667,841 | | \$ - \$ - \$ - \$ - \$ - \$ - |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | | IT PRICE d Quarter | UNIT F (3rd Qu | | | FNO-l Subsec L2 | ction: |
|---|--|--|-------------------------------------|--|--|--|------|--|----------------------------------|
| ELLIVILIVI | | | | 2009) | 201 | 0) | QTY | | COST |
| 20.02.235 | Fresno Station | LS | \$ | 65,863,950 | | ,134,532 | | \$ | |
| 20.02.236 | Fresno Station - Site Elements | LS | \$ | 9,639,938 | | ,825,902 | | \$ | |
| 20.02.240 20.02.241 | Bakersfield Station Bakersfield Station - Site Elements | LS | \$ | 67,643,575 | | ,948,488 | | \$ | |
| 20.02.241 | Palmdale Station | LS LS | \$ | 12,084,938 68,151,875 | | ,318,069 ,466,593 | | \$ | |
| 20.02.246 | Palmdale Station - Site Elements | LS | \$ | | | ,083,571 | | \$ | |
| 20.02.250 | Sylmar Station | LS | \$ | 68,151,875 | | ,466,593 | | \$ | |
| 20.02.251 | Sylmar Station - Site Elements | LS | \$ | 20,560,115 | | ,956,740 | | \$ | |
| 20.02.300 | At-Grade Station | LS | \$ | - | \$ 68, | ,000,000 | | \$ | |
| 20.06 | Pedestrian / bike access and accommodation, landscaping, parking lots | | | | | | | \$ | |
| 20.06.120 20.06.140 | Pedestrian Access (Cut & Cover) Pedestrian Plaza | LF | \$ | 18,340 | \$ | 18,694 | | \$ | |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | SF EA | \$ | 33 287,837 | \$ \$ | 34 293,389 | | \$ | |
| 20.06.210 | Parking - At Grade | STL | \$ | 3,330 | \$ | 3,394 | | \$ | |
| 20.06.250 | Parking - Structured (Above Grade) | STL | \$ | 21,812 | \$ | 22,233 | | Ś | |
| 20.06.800 | Landscaping Allowance | SF | \$ | 3 | \$ | 3 | | \$ | |
| 20.06.810 | Landscaping Allowance, Guideway | Route Mile | \$ | 175,476 | \$ | 178,861 | | \$ | |
| 20.07 | Automobile, bus, van accessways including roads | | | | | | | | |
| | Light maintenance facility | | | | | | | \$ | |
| 30.02.010 | Light Maintenance Facility (LMF) | EA | \$ | 105,006,028 | \$ 107, | ,031,700 | | \$ | |
| 30.03 30.03.010 | Heavy maintenance facility Heavy Maintenance Facility (HMF) | EA | Ś | 222 620 670 | \$ 227 | 044.740 | | \$ | |
| 30.04 | Storage or maintenance-of-way building/bases | EA | ې | 223,630,679 | , ۷۷/ | ,944,740 | | \$ | |
| 30.04.010 | Maintenance of Way Facility (MOWF) | EA | \$ | 11,711,592 | \$ 11, | ,937,521 | | \$ | |
| 30.05 | Yard and yard track | | 1 | ,, | T, | ,001,000 | | \$ | |
| 30.05.110 | Ballasted Track - Yard Track | Route Mile | \$ | 1,686,767 | \$ 1, | ,719,306 | | \$ | |
| 30.05.200 | Ballasted Turnout, No. 15 | EA | \$ | 404,233 | \$ | 412,031 | | \$ | |
| | Ballasted Diamond Crossover, No. 15 | EA | \$ | 574,336 | | 585,415 | | \$ | |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | TF | \$ | 1,283 | \$ | 1,308 | | \$ | |
| 40.01 | Demolition, clearing, site preparation | | _ | | | | | \$ | |
| 40.01.010 40.01.050 | Demolition Allowance, Bridge Demolition Allowance, Building (1 Story) | SF SF | \$ | 26 14 | \$ | 27 14 | | \$ | |
| | Demolition Allowance, Building (2 Story) | SF | \$ | 27 | \$ | 28 | | Ś | |
| | Demolition Allowance, Asphalt Pavement | SY | \$ | 56 | \$ | 57 | | Ś | |
| | Demolition Allowance, Concrete Curb | LF | \$ | 13 | \$ | 13 | | \$ | |
| 40.01.150 | Demolition Allowance, Concrete Sidewalk | SY | \$ | 41 | \$ | 42 | | \$ | |
| | Demolition Allowance, Remove Railroad Track | Route Mile | \$ | 169,459 | \$ | 172,728 | | \$ | |
| 40.01.900 | Miscellanous Excavation & Support Items | LS | \$ | 2,224 | \$ | 2,267 | | \$ | |
| 40.01.999 | Maintenance Of Traffic | LS | | | | | | \$ | 4 004 44 |
| 40.02 40.02.001 | Site utilities, utility relocation Utility Relocation Allowance, Level 1 | Route Mile | \$ | 1,099,949 | \$ 1, | ,121,169 | | \$ | 1,004,44 |
| 40.02.002 | Utility Relocation Allowance, Level 2 | Route Mile | \$ | 1,978,427 | | ,016,593 | | \$ | |
| 40.02.003 | Utility Relocation Allowance, Level 3 | Route Mile | \$ | 3,267,072 | | ,330,097 | | \$ | |
| 40.02.004 | Utility Relocation Allowance, Level 4 | Route Mile | \$ | 3,906,355 | | ,981,713 | | \$ | |
| 40.02.005 | Utility Relocation Allowance, Level 5 | Route Mile | \$ | 4,927,149 | \$ 5, | ,022,198 | 0.20 | \$ | 1,004,44 |
| 40.02.060 | Major Utility Relocation, Aerial Transmission Line | EA | \$ | 8,600,000 | | ,765,903 | | \$ | |
| | Site Utility Allowance | Route Mile | \$ | 1,660,257 | \$ 1, | ,692,285 | | \$ | |
| 40.03 40.03.100 | Hazardous material, contaminated soil removal/mitigation, ground water treatment Hazardous Material Removal Allowance, Light | Route Mile | \$ | 188,246 | \$ | 191,877 | | \$ | |
| 40.03.105 | Hazardous Material Removal Allowance, Medium | Route Mile | \$ | 370,152 | | 377,293 | | Ś | |
| 40.03.110 | Hazardous Material Removal Allowance, Heavy | Route Mile | \$ | 555,734 | | 566,454 | | \$ | |
| 40.03.150 | Removal of Contaminated Soil | CF | \$ | 13 | \$ | 14 | | \$ | |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | | \$ | - | 3% | 5 | | \$ | 5,300,74 |
| | Environmental Mitigation Allowance, Light | Route Mile | \$ | 583,755 | \$ | 595,016 | | \$ | |
| | Environmental Mitigation Allowance, Medium | Route Mile | \$ | 1,634,403 | | ,665,932 | | \$ | |
| | Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls | Route Mile | \$ | 2,743,574 | \$ 2, | ,796,500 | | \$ | |
| | Site structures including retaining walls, sound walls | | \$ | 3,029 | \$ | 3,088 | | \$ | |
| | Retaining Wall - 1 Wall (12' Avg. Height) | 1 1 | | | | 4,020 | | Ś | |
| 40.05.012 40.05.020 | Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) | LF LF | \$ | 3.944 | > | ., | | \$ | |
| 40.05.012 40.05.020 | | | | 3,944 5,392 | \$ \$ | 5,496 | | | |
| 40.05.012 40.05.020 40.05.030 40.05.111 | Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | LF | \$ | | | 5,496 820 | | \$ | |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 | Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | LF LF LF LF | \$ \$ \$ \$ | 5,392 804 1,551 | \$ \$ \$ | 820 1,581 | | \$ | |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 | Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | LF LF LF LF | \$ \$ \$ \$ | 5,392 804 1,551 1,308 | \$ \$ \$ \$ | 820 1,581 1,334 | | \$ \$ \$ | |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 | Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) | LF LF LF LF LF | \$ \$ \$ \$ \$ | 5,392 804 1,551 | \$ \$ \$ \$ \$ | 820 1,581 1,334 209 | | \$ \$ \$ \$ | |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 40.05.212 | Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) | LF LF LF LF LF | \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 | \$ \$ \$ \$ \$ \$ | 820 1,581 1,334 209 400 | | \$ \$ \$ \$ | |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.210 40.05.211 40.05.212 40.05.310 | Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) | LF LF LF LF LF | \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 | \$ \$ \$ \$ \$ | 820 1,581 1,334 209 400 139 | | \$ \$ \$ \$ | |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 40.05.212 40.05.310 40.05.310 | Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm | LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 | \$ \$ \$ \$ \$ \$ | 820 1,581 1,334 209 400 | | \$ \$ \$ \$ \$ | |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 40.05.212 40.05.310 40.05.310 | Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) | LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 | \$ \$ \$ \$ \$ \$ \$ | 820 1,581 1,334 209 400 139 813 | | \$ \$ \$ \$ \$ | |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 40.05.212 40.05.310 40.05.400 40.05.401 40.05.999 | Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction | LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 | \$ \$ \$ \$ \$ \$ \$ | 820 1,581 1,334 209 400 139 813 3,251 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.999 40.06 40.07 | Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate | LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 | \$ \$ \$ \$ \$ \$ \$ \$ | 820 1,581 1,334 209 400 139 813 3,251 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,239,60 |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 40.05.212 40.05.212 40.05.310 40.05.401 40.05.999 40.06 40.07 40.08 | Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations | LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 820 1,581 1,334 209 400 139 813 3,251 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,239,60 |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.211 40.05.212 40.05.310 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 40.08 | Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (12' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 820 1,581 1,334 209 400 139 813 3,251 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,239,60 |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.212 40.05.212 40.05.310 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 40.08.145a 40.08.146a | Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment | LF LS | \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 820 1,581 1,334 209 400 139 813 3,251 6 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,239,60 |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.211 40.05.212 40.05.310 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 40.08 | Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (12' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | LF LS Acre | \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 - 136 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 820 1,581 1,334 209 400 139 813 3,251 3 ,577,704 ,080,539 972,574 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 7,067,66 3,239,60 5,788,30 |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.212 40.05.212 40.05.212 40.05.310 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 40.08 40.08,145a 40.08,145a 40.08,145a 40.08,145a | Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment | LF LS | \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 820 1,581 1,334 209 400 139 813 3,251 6 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,239,60 |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.999 40.06 40.07 40.08 40.08.145a 40.08.145a 40.08.147a 40.08.322 | Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks | LF LF LF LF LF LF LF EF EF EF EF LS | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 - 136 - - | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 820 1,581 1,334 209 400 139 813 3,251 3,577,704 ,080,539 972,574 ,045,219 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,239,60 |
| 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.212 40.05.310 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 40.08.145a 40.08.145a 40.08.145a 40.08.322 40.08.322 | Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (10' X 8' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - Private Road on H Alignment Roadway Undercrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks | LF LS | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 5,392 804 1,551 1,308 205 - 136 - - - 3,968,660 4,632,802 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 820 1,581 1,334 209 400 139 813 3,251 6 .577,704 ,080,539 972,574 ,045,219 ,722,173 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,239,60 |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | | UNIT PRICE (3rd Quarter | | IIT PRICE d Quarter | FNO-BFD Subsection: L2 | | |
|-----------------------|---|------------|----|----------------------------|----|------------------------|------------------------------|----|------------|
| ELLIMEIVI | | | | 2009) | | 2010) | QTY | | COST |
| | Pedstrain Overcrossing | EA | | | \$ | 2,100,000 | | \$ | - |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | | \$ | - |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | | \$ | - |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | \$ | - |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | \$ | - |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | \$ | - |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | \$ | - |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ | 5,362,896 | 1.00 | \$ | 5,362,896 |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | \$ | - |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ | 723,886 | | \$ | - |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | 1 | | \$ | 5,805,298 | | Ś | |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | | \$ | |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | Ś | 4,089,716 | | \$ | |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | | \$ | 15,000,000 | | Ś | |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | | Ś | 25,987,089 | | Ś | |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | \$ | 5,615,692 | | Ś | |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | EA | \$ | 5,341,703 | \$ | 5,444,750 | | \$ | - |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | \$ | | \$ | | | \$ | - |
| 40.08.144 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | | | 6,516,967 | | 6,642,686 | | | - |
| 40.08.510 | | EA | \$ | 7,129,564 | \$ | 7,267,100 | 10 227 00 | \$ | 404 246 |
| 40.08.510 | Roadway Modification, New AC Paving | SF | \$ | 17 | \$ | 18 | 10,227.00 | \$ | 181,216 |
| | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | SF | \$ | 21 | \$ | 21 | | \$ | |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | Route Mile | \$ | 549,929 | \$ | 560,538 | 0.14 | \$ | 79,091 |
| 40.08.540 | Access Road Entrance Point | EA | \$ | 31,937 | \$ | 32,553 | 2.00 | \$ | 65,105 |
| 40.08.550 | Streetscaping Allowance | ESF | \$ | 343 | \$ | 350 | | \$ | |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert | EA | \$ | - | \$ | 20,000 | 5.00 | \$ | 100,000 |
| 40.08.999 | Maintenance Of Traffic | LS | | | | | | \$ | - |
| 50.01 | Wayside signaling equipment | | | | | | | \$ | 10,597,857 |
| 50.01.010 | Train Controls (ATC) | Route Mile | \$ | 1,128,300 | \$ | 1,150,066 | 8.41 | \$ | 9,672,055 |
| 50.01.011 | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | | \$ | - |
| 50.01.020 | Wayside Protection System | Route Mile | \$ | 108,000 | \$ | 110,083 | 8.41 | \$ | 925,802 |
| 50.01.021 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 162,000 | \$ | 165,125 | | \$ | |
| 50.01.030 | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | \$ | - |
| 50.05 | Communications | | | | | | | \$ | 1,645,870 |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | 8.41 | \$ | 1,645,870 |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | | \$ | - |
| 60.02 | Traction power supply: Substations | | | | | | | \$ | 21,046,914 |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | \$ | 2,471,835 | 8.41 | \$ | 20,788,130 |
| 60.02.102 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | \$ | 12,103,061 | | \$ | - |
| 60.02.101 | Traction Power Supply- 4 Tracks | Route Mile | \$ | 3,881,250 | \$ | 3,956,123 | | \$ | - |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | | \$ | - |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | | \$ | - |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | \$ | 258,784 | 1.00 | \$ | 258,784 |
| 60.03 | Traction power distribution: Catenary and third rail | | | | | | | \$ | 18,162,856 |
| 60.03.100 | Traction Power Distribution | Route Mile | \$ | 2,118,800 | \$ | 2,159,674 | 8.41 | \$ | 18,162,856 |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | | \$ | - |
| 60.03.100 | Traction Power Distribution- 4 Tracks | Route Mile | Ś | 3,178,200 | Ś | 3,239,511 | | Ś | _ |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: L3 | |
|------------------------|---|--------------------------|----------------------------------|----------------------------------|------|---------------------------|----------|
| LLLINLINI | | | 2009) | 2010) | QTY | co | OST |
| 10.01 | Track structure: Viaduct | | | | | \$ | 1,071,85 |
| 10.01.122 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | \$ 36,624,377 | | \$ | |
| 10.01.123 | Elevated Structure - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 45,285,042 | \$ 46,158,636 | | \$ | |
| 10.01.124 | Elevated Structure - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 46,232,612 | \$ 47,124,486 | | \$ | |
| 10.01.125 | Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 47,180,084 | \$ 48,090,235 | | \$ | |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 64,502,791 | \$ 65,747,114 | | \$ | |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 66,081,681 | \$ 67,356,463 | | \$ | |
| 10.01.222 | Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | | \$ | |
| 10.01.223 | Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 52,578,482 | \$ 53,592,774 | 0.02 | \$ | 1,071,8 |
| 10.01.224 | Elevated Structure - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 53,525,409 | \$ 54,557,967 | | \$ | |
| 10.01.225 | Elevated Structure - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 54,473,243 | \$ 55,524,087 | | \$ | |
| 10.01.226 | Elevated Structure - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 71,796,207 | \$ 73,181,228 | | \$ | |
| 10.01.227 10.01.242 | Elevated Structure - 2 Track (70' Avg. Pier Ht) Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 73,374,892 | \$ 74,790,367 | | \$ \$ | |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 82,812,928 | \$ 84,410,473 | | \$ | |
| 10.01.244 | Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 101,501,272 | \$ 103,459,333 | | \$ | |
| 10.01.245 | Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile | \$ 103,395,885 \$ 105,253,245 | \$ 105,390,496 \$ 107,283,686 | | \$ | |
| 10.01.246 | Elevated Structure - 4 Track (60' Avg. Pier Ht) | Route Mile Route Mile | \$ 105,253,245 \$ 141,642,485 | \$ 107,283,686 \$ 144,374,910 | | \$ | |
| 10.01.247 | Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile | \$ 144,884,105 | \$ 147,679,065 | | \$ | |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 39,541,927 | | | \$ | |
| 10.01.323 | Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile | | \$ 40,304,730 \$ 50,824,519 | | \$ | |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) | | | | | \$ | |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40 Avg. Pier Ht) Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile Route Mile | \$ 50,914,824 \$ 51,967,437 | \$ 51,897,022 \$ 52,969,941 | | \$ | |
| 10.01.326 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 62,798,549 | \$ 52,969,941 | | \$ | |
| 10.01.327 | Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 64,181,981 | \$ 65,420,116 | | \$ | |
| 10.01.422 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 47,694,536 | \$ 48,614,611 | | \$ | |
| 10.01.423 | Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 58,014,969 | \$ 59,134,136 | | \$ | |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 59,067,487 | \$ 60,206,958 | | \$ | |
| 10.01.425 | Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 60,120,295 | \$ 61,280,076 | | \$ | |
| 10.01.426 | Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 70,951,046 | \$ 72,319,762 | | \$ | |
| 10.01.427 | Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 72,334,586 | \$ 73,729,993 | | \$ | |
| 10.01.431 | Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | Route Mile | \$ 235,649,714 | \$ 240,195,634 | | \$ | |
| 10.01.432 | Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) | Route Mile | \$ 239,350,822 | \$ 243,968,140 | | \$ | |
| 10.01.512 | Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 70,118,523 | \$ 71,471,180 | | \$ | |
| 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 74,724,468 | \$ 76,165,978 | | \$ | |
| 10.01.514 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 76,108,232 | \$ 77,576,437 | | \$ | |
| 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 77,528,913 | \$ 79,024,523 | | \$ | |
| 10.01.516 | Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 78,976,112 | \$ 80,499,641 | | \$ | |
| 10.01.522 | Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 77,411,338 | \$ 78,904,680 | | \$ | |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 82,017,601 | \$ 83,599,803 | | \$ | |
| 10.01.524 | Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 83,401,267 | \$ 85,010,162 | | \$ | |
| 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 84,822,267 | \$ 86,458,574 | | \$ | |
| 10.01.526 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 86,267,477 | \$ 87,931,664 | | \$ | |
| 10.01.612 | Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 111,218,191 | \$ 113,363,701 | | \$ | |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 116,892,249 | \$ 119,147,218 | | \$ | |
| 10.01.614 | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 119,418,218 | \$ 121,721,915 | | \$ | |
| 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | | \$ 124,258,848 | | Ś | |
| 10.01.622 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 118,511,296 | | | \$ | |
| 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 124,185,450 | \$ 126,581,112 | | \$ | |
| 10.01.624 | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 126,711,251 | \$ 129,155,638 | | \$ | |
| 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 129,200,143 | \$ 131,692,544 | | \$ | |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 131,726,304 | \$ 134,267,437 | | \$ | |
| 10.01.700 | Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 126,282,645 | \$ 128,718,764 | | \$ | |
| 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 131,933,691 | \$ 134,478,825 | | \$ | |
| 10.01.702 | Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 134,449,679 | \$ 137,043,348 | | \$ | |
| 10.01.944 | Elevated Structure - 2 Track w/ 2 Single Trenches | Route Mile | \$ - | \$ - | | \$ | |
| 10.01.950 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 44,000,000 | \$ 44,848,804 | | \$ | |
| 10.01.951 | PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 58,000,000 | \$ 59,118,878 | | \$ | |
| 10.01.960 | Stream Crossings HST Structure Box Culverts | EA | \$ 20,000 | \$ 20,386 | | \$ | |
| 10.01.999 | Maintenance Of Traffic | LS | | | | \$ | |
| 10.02 | Track structure: Major/Movable bridge | | \$ - | | | \$ | |
| 10.02.013 | Bridge Structure - 3 span with 1 Track | Route Mile | \$ 47,326,516 | \$ 48,239,492 | | \$ | |
| 10.02.023 | Bridge Structure - 3 span with 2 Track | Route Mile | \$ 66,899,099 | \$ 68,189,650 | | \$ | |
| 10.02.043 | Bridge Structure - 3 span with 4 Track | Route Mile | \$ 100,045,360 | \$ 101,975,335 | | \$ | |
| 10.02.044a | Bridge Structure - 2 Track Steel Truss Bridges | Route Mile | \$ - | \$ 12,077,578 | | \$ | |
| 10.02.045a | Bridge Structure - SJVR Spur - Trench Cover | EA | \$ - | \$ 1,564,672 | | \$ | |
| 10.02.046a | Bridge Structure - SJVR Spur - Rail Bridge | EA | \$ - | \$ 1,289,565 | | \$ | |
| 10.02.047a | Bridge Structure - Dry Creek Canal Water bridge | EA | \$ - | \$ 3,283,677 | | \$ | |
| 10.02.999 | Maintenance Of Traffic | LS | | | | \$ | |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) | | \$ - | | | \$ | 5,434, |
| 10.05.111 | At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) | Route Mile | \$ 1,919,183 | \$ 1,956,206 | | \$ | |
| 10.05.112 | At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,040,609 | \$ 3,099,266 | | \$ | |
| 10.05.113 | At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) | Route Mile | \$ 4,437,362 | \$ 4,522,964 | | \$ | |
| 10.05.114 | At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 6,095,891 | \$ 6,213,487 | | \$ | |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 2,527,904 | \$ 2,576,670 | | \$ | |
| 10.05.122 | At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,873,994 | \$ 3,948,727 | | \$ | |
| 10.05.123 | At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | \$ 5,488,286 | \$ 5,594,161 | | \$ | |
| 10.05.124 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 7,375,140 | \$ 7,517,413 | | \$ | |
| 10.05.126 | At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 17,706,798 | \$ 18,048,380 | | \$ | |
| 10.05.128 | At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile | \$ 32,673,082 \$ 52,529,924 | \$ 33,303,379 | | \$ | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: L3 |
|------------------------|--|--------------------------|----------------------------------|----------------------------------|------|---------------------------|
| ELLIVILITY | | | 2009) | 2010) | QTY | cost |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ 77,047,580 | \$ 78,533,905 | | \$ |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | \$ 3,555,979 | \$ 3,624,578 | | \$ |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ 5,002,163 | | | \$ |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,255,789 | \$ 1,280,015 | | \$ |
| 10.05.212 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,824,123 | \$ 1,859,312 | | \$ |
| 10.05.213 10.05.214 | At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile | \$ 2,574,079 | \$ 2,623,735 | | \$ |
| 10.05.214 | At-Grade Track-bed in Fill - 1 Track (20 Avg. Fill Ht) At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) | Route Mile Route Mile | \$ 3,508,477 | \$ 3,576,159 | | \$ |
| 10.05.222 | At-Grade Track-bed in Fill - 2 Track (3 Avg. Fill Ht) | Route Mile | \$ 1,804,472 \$ 2,514,964 | \$ 1,839,282 \$ 2,563,480 | 2.12 | \$ \$ 5,434,57 |
| 10.05.223 | At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile | \$ 3,420,413 | | 2.12 | \$ 3,434,37 |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ 4,498,944 | \$ 4,585,733 | | \$ |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ 10,874,062 | \$ 11,083,833 | | Ś |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ 20,392,304 | | | Ś |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ 33,180,092 | \$ 33,820,169 | | \$ |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ 48,985,268 | \$ 49,930,243 | | \$ |
| 10.05.241 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ 2,473,684 | \$ 2,521,404 | | \$ |
| 10.05.261 | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,162,050 | \$ 3,223,050 | | \$ |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ 5,441,105 | \$ 5,546,070 | | \$ |
| 10.05.999 | Maintenance Of Traffic | LS | | | | \$ |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | | | | | \$ |
| 10.06.210 | At-Grade Track-bed with Closed Drainage - 1 Track | Route Mile | \$ 1,366,385 | | | \$ |
| 10.06.220 | At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | \$ 2,168,933 | | | \$ |
| 10.06.230 | At-Grade Track-bed with Closed Drainage - 3 Track | Route Mile | \$ 2,660,843 | | | \$ |
| 10.06.240 10.06.999 | At-Grade Track-bed with Closed Drainage - 4 Track Maintenance Of Traffic | Route Mile | \$ 3,039,420 | \$ 3,098,053 | | \$ |
| 10.07 | Track structure: Tunnel | LS | | | | \$ |
| 10.07.101 | TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ 121,440,000 | \$ 123,782,700 | | \$ |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ 179,520,000 | | | \$ |
| 10.07.103 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ 158,400,000 | | | Ś |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | | \$ 306,765,821 | | Ś |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | \$ 227,040,000 | \$ 231,419,830 | | \$ |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ 205,920,000 | \$ 209,892,404 | | \$ |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ 464,640,000 | \$ 473,603,373 | | \$ |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | \$ 147,840,000 | \$ 150,691,982 | | \$ |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ 364,320,000 | \$ 371,348,099 | | \$ |
| 10.07.205 | D&B Double Track Tunnel 50ft ID in hard rock (competent) | Route Mile | \$ 232,320,000 | \$ 236,801,686 | | \$ |
| 10.07.206 | D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile | \$ 485,760,000 | \$ 495,130,799 | | \$ |
| 10.07.301 | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile | \$ 374,880,000 | \$ 382,111,812 | | \$ |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ 454,080,000 | \$ 462,839,659 | | \$ |
| 10.07.303 10.07.304 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ 269,280,000 | | | \$ |
| 10.07.305 | SEM Double Track Tunnel 40ft ID in soft ground (poor) SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | \$ 306,240,000 \$ 396,000,000 | \$ 312,147,677 \$ 403,639,238 | | \$ |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (poor) | Route Mile Route Mile | \$ 448,800,000 | | | Ś |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile | \$ 237,600,000 | \$ 242,183,543 | | Ś |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ 274,560,000 | | | \$ |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ 179,520,000 | | | Ś |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ 248,160,000 | | | \$ |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) | Route Mile | \$ 290,400,000 | \$ 296,002,108 | | \$ |
| 10.07.406 | RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ 401,280,000 | \$ 409,021,094 | | \$ |
| 10.07.207 | D&B Cross Passage conservative cost in rock | Linear Feet | \$ 28,000 | \$ 28,540 | | \$ |
| 10.07.407 | RH Cross Passage conservative cost in soft rock | Linear Feet | \$ 25,000 | \$ 25,482 | | \$ |
| 10.07.501 | Cross Passage in Soft Ground (competent) | Linear Feet | \$ 33,000 | \$ 33,637 | | \$ |
| 10.07.502 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ 84,000 | \$ 85,620 | | \$ |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 90,688,401 | \$ 92,437,871 | | \$ |
| 10.07.115 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 107,082,440 | \$ 109,148,168 | | \$ |
| 10.07.116 10.07.214 | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 135,385,066 | \$ 137,996,780 | | \$ |
| 10.07.215 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 141,194,360 | \$ 143,918,141 | | \$ |
| 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile Route Mile | \$ 163,855,983 \$ 202,718,337 | \$ 167,016,929 \$ 206,628,977 | | \$ |
| 10.07.224 | Cut & Cover Box - 2 Track/ 2 Box (40' Avg. Exc Depth) | Route Mile | \$ 189,027,415 | \$ 192,673,943 | | \$ |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile | \$ 221,996,334 | \$ 226,278,866 | | \$ |
| 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | \$ 278,841,077 | \$ 284,220,202 | | Š |
| 10.07.414 | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 206,677,660 | \$ 210,664,680 | | \$ |
| 10.07.415 | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 237,737,305 | \$ 242,323,497 | | \$ |
| 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 291,302,754 | \$ 296,922,277 | | \$ |
| 10.07.526a | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile | \$ - | \$ 434,924,098 | | \$ |
| 10.07.801 | Ventilation Shaft | VF | \$ 13,627 | \$ 13,890 | | \$ |
| 10.07.802 | Mid-Line Ventilation Structure | LS | \$ 8,742,980 | \$ 8,911,641 | | \$ |
| 10.07.803 | Tunnel Portal Structure | LS | \$ 8,089,108 | \$ 8,245,155 | | \$ |
| 10.07.805 | Emergency Access Shaft | VF | \$ 22,520 | | | \$ |
| 10.07.850 | Pumping Station Machanical & Electrical Allowance for Underground (Single) | EA | \$ 212,310 | \$ 216,405 | | \$ |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) | Route Mile | | \$ 7,496,882 | | \$ |
| 10.07.902 | Mechanical & Electrical Allowance for Underground (Double) | Route Mile | \$ 14,710,177 | | | \$ |
| 10.07.920 10.07.922 | Ventilation Equipment Allowance Double Deck - 2 Track Trench on Top of 2 Track C&C Box | EA Route Mile | | \$ 2,253,759 | | \$ |
| 10.07.922 | Allowance for Construction Monitoring | Route Mile Route Mile | \$ 210,906,243 \$ 145,939 | \$ 214,974,836 \$ 148,754 | | \$ |
| 10.08 | Track structure: Retaining walls and systems | Noute Mile | 145,939 | y 146,754 | | \$ 27,471,53 |
| 10.08.211 | Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 25,829,576 | \$ 26,327,855 | | \$ 27,471,35 |
| 10.08.212 | Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 67,586,123 | | | \$ |
| 10.08.213 | Retained Cut, Trench - 1 Track (30' Avg. Exc Depth) | Route Mile | \$ 127,460,002 | | | \$ |
| | i e | 1 | | \$ 38,126,764 | 1 | \$ |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD obsection: L3 |
|------------------------|---|--------------------------|--------------------------------|------------------------------|------|----------------------------|
| | | | 2009) | 2010) | QTY | cost |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,868 | \$ 93,174,275 | | \$ |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | \$ 163,304,293 | \$ 166,454,597 | | \$ |
| 10.08.224 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 291,740,935 | | | \$ |
| 10.08.241 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | Route Mile | \$ 47,685,463 | | | \$ |
| 10.08.242 | Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) | Route Mile | \$ 111,376,696 | | | \$ |
| 10.08.243 10.08.344 | Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile | | | | \$ |
| 10.08.344 | Retained Cut, Staged Trench - 4 Track (40 Avg. Exc Depth) Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile | \$ 295,374,114 | | | \$ |
| 10.08.411 | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile Route Mile | \$ 356,356,513 \$ 8,667,052 | | | \$ |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 24,952,856 | | | \$ |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 43,794,002 | \$ 44,638,832 | | \$ |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,335,195 | \$ 9,515,280 | | \$ |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,915,008 | | 1.04 | \$ 27,471,53 |
| 10.08.423 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 45,060,437 | \$ 45,929,698 | | \$ |
| 10.08.432 | Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,723,268 | \$ 26,219,496 | | \$ |
| 10.08.441 | Retained Fill, Walls Both Sides - 4 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,573,053 | \$ 9,757,727 | | \$ |
| 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 26,163,983 | | | \$ |
| 10.08.461 | Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,858,094 | \$ 10,048,266 | | \$ |
| 10.08.999 | Maintenance Of Traffic | LS | | | | \$ |
| 10.09 | Track new construction: Conventional ballasted | 2 | \$ - | 4 055 606 | | \$ 7,807,28 |
| 10.09.110 10.09.112 | Ballasted Track - 1 Track Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | \$ 1,820,565 | | | \$ |
| 10.09.112 | Ballasted Track - 2 Track Ballasted Track - 2 Track | Route Mile | \$ 1,221,280 \$ 3,416,549 | \$ 1,244,839 | | \$ |
| 10.09.122 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile Route Mile | \$ 3,416,549 \$ 2,423,901 | \$ 3,482,458 \$ 2,470,660 | 3.16 | \$ 7,807,28 |
| 10.09.240 | Ballasted Track - 2 Track (Station Track) | Route Mile | \$ 7,244,923 | \$ 7,384,685 | 3.10 | \$ 7,807,28 |
| 10.09.132 | Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | \$ 3,580,069 | \$ 3,649,132 | | Ś |
| 10.09.142 | Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ 4,521,614 | \$ 4,608,840 | | Ś |
| 10.09.162 | Ballasted Track (Track Laying Machine) - 6 Track | Route Mile | \$ 6,782,421 | \$ 6,913,261 | | \$ |
| 10.09.810 | Ballasted Freight Track - 1 Track | Route Mile | \$ 1,554,241 | \$ 1,584,224 | | \$ |
| 10.09.820 | Ballasted Freight Track - 2 Track | Route Mile | \$ 3,089,739 | \$ 3,149,343 | | \$ |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile | \$ 4,645,413 | \$ 4,735,027 | | \$ |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile | \$ 91,367 | \$ 93,129 | | \$ |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ 162,843 | \$ 165,985 | | \$ |
| 10.09.922 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile | \$ 325,778 | \$ 332,063 | | \$ |
| 10.09.923 | Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ 488,667 | \$ 498,094 | | \$ |
| 10.09.924 | Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ 651,556 | \$ 664,125 | | \$ |
| 10.10 10.10.110 | Track new construction: Non-ballasted Direct Fixation Track - 1 Track | Route Mile | \$ - \$ 1,812,497 | \$ 1,847,462 | | \$ 73,88 \$ |
| 10.10.120 | Direct Fixation Track - 2 Track | Route Mile | \$ 3,624,438 | | 0.02 | \$ 73,88 |
| 10.10.140 | Direct Fixation Track - 4 Track | Route Mile | \$ 7,293,868 | | 0.02 | \$ 75,60 |
| 10.10.210 | Independent Dual Block Track - 1 Track | Route Mile | \$ 3,338,726 | \$ 3,403,134 | | Š |
| 10.10.220 | Independent Dual Block Track - 2 Track | Route Mile | \$ 6,676,744 | \$ 6,805,545 | | \$ |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile | \$ 13,353,468 | \$ 13,611,070 | | \$ |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | | \$ - | | | \$ |
| 10.14.100 | Direct Fixation Turnout (60 MPH) | EA | \$ 477,018 | \$ 486,221 | | \$ |
| 10.14.105 | Direct Fixation Turnout (80 MPH) | EA | \$ 630,650 | | | \$ |
| 10.14.110 | Direct Fixation Turnout (110 MPH) | EA | \$ 887,327 | | | \$ |
| 10.14.115 | Direct Fixation Turnout (150 MPH) | EA | \$ 1,220,877 | | | \$ |
| 10.14.130 10.14.135 | Direct Fixation Crossover (60 MPH) Direct Fixation Crossover (80 MPH) | EA | \$ 879,265 | | | \$ |
| 10.14.140 | Direct Fixation Crossover (50 MPH) | EA | \$ 1,188,515 \$ 1,647,309 | | | \$ |
| 10.14.145 | Direct Fixation Crossover (150 MPH) | EA EA | \$ 1,647,309 \$ 2,254,990 | \$ 1,679,087 \$ 2,298,491 | | Ś |
| 10.14.199 | Ballasted Turnout (25 MPH) | EA | \$ 130,500 | \$ 133,017 | | \$ |
| 10.14.200 | Ballasted Turnout (60 MPH) | EA | \$ 396,172 | | | \$ |
| 10.14.205 | Ballasted Turnout (80 MPH) | EA | \$ 533,623 | | | Ś |
| 10.14.210 | Ballasted Turnout (110 MPH) | EA | \$ 739,770 | \$ 754,041 | | \$ |
| 10.14.215 | Ballasted Turnout (150 MPH) | EA | \$ 1,012,686 | | | \$ |
| 10.14.300 | Ballasted Crossover (60 MPH) | EA | \$ 731,709 | \$ 745,824 | | \$ |
| 10.14.305 | Ballasted Crossover (80 MPH) | EA | \$ 986,399 | | | \$ |
| 10.14.310 | Ballasted Crossover (110 MPH) | EA | \$ 1,372,407 | \$ 1,398,882 | | \$ |
| 10.14.315 | Ballasted Crossover (150 MPH) | EA | \$ 1,877,814 | \$ 1,914,039 | | \$ |
| 10.14.400 | Terminal - Bumping Post | EA | \$ 27,763 | \$ 28,299 | | \$ |
| 20.01 | Station buildings: Intercity passenger rail only | | | | | \$ |
| 20.01.100 | Anaheim Station | LS | \$ 94,508,725 | | | \$ |
| 20.01.105 | Millbrae Station | LS | \$ 24,939,819 | | | \$ |
| 20.01.105 | Millbrae Station - Site Elements | LS | \$ 24,939,819 | | | \$ |
| 20.01.110 20.02.200 | LA Union Station | LS | \$ 193,627,800 | | | \$ |
| 20.02.200 | Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements | LS | \$ 51,451,014 | | | \$ |
| 20.02.201 | Norwalk Station | LS LS | \$ 6,667,755 \$ 46,561,775 | | | \$ \$ |
| 20.02.206 | Norwalk Station - Site Elements | LS | \$ 46,561,775 \$ 18,939,701 | | | \$ |
| 20.02.210 | Tulare Station | LS | \$ 55,108,000 | | | \$ |
| 20.02.211 | Tulare Station - Site Elements | LS | \$ 19,174,756 | | | Ś |
| 20.02.215 | Gilroy Station | LS | \$ 68,723,791 | | | Š |
| 20.02.216 | Gilroy Station - Site Elements | LS | \$ 9,586,063 | | | Š |
| 20.02.220 | Burbank Station | LS | \$ 61,155,850 | | | Š |
| 20.02.221 | Burbank Station - Site Elements | LS | \$ 13,393,012 | | | \$ |
| 20.02.225 | San Jose Station | LS | \$ 70,224,925 | | | \$ |
| 20.02.226 | San Jose Station-Site Elements | LS | \$ 11,447,016 | | | \$ |
| 20.02.220 | Merced Station | LS | \$ 65,035,950 | | Ì | \$ |
| 20.02.230 | | | | | | Y |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: L3 |
|---------------------------|---|--------------------------|--------------------------------|--|-----------|---------------------------|
| ELLIMENT | | | 2009) | 2010) | QTY | COST |
| 20.02.235 | Fresno Station | LS | \$ 65,863,950 | | | \$ |
| 20.02.236 | Fresno Station - Site Elements | LS | \$ 9,639,938 | | | \$ |
| 20.02.240 20.02.241 | Bakersfield Station Bakersfield Station - Site Elements | LS | \$ 67,643,575 | | | \$ \$ |
| 20.02.241 | Palmdale Station | LS LS | \$ 12,084,938 \$ 68,151,875 | | | \$ |
| 20.02.246 | Palmdale Station - Site Elements | LS | \$ 16,760,249 | \$ 17,083,571 | | Ś |
| 20.02.250 | Sylmar Station | LS | \$ 68,151,875 | \$ 69,466,593 | | \$ |
| 20.02.251 | Sylmar Station - Site Elements | LS | \$ 20,560,115 | \$ 20,956,740 | | \$ |
| 20.02.300 | At-Grade Station | LS | \$ - | \$ 68,000,000 | | \$ |
| 20.06 20.06.120 | Pedestrian / bike access and accommodation, landscaping, parking lots | | | | | \$ |
| 20.06.120 | Pedestrian Access (Cut & Cover) Pedestrian Plaza | LF SF | \$ 18,340 \$ 33 | \$ 18,694 \$ 34 | | \$ \$ |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | \$ 287,837 | \$ 293,389 | | Ś |
| 20.06.210 | Parking - At Grade | STL | \$ 3,330 | \$ 3,394 | | \$ |
| 20.06.250 | Parking - Structured (Above Grade) | STL | \$ 21,812 | \$ 22,233 | | \$ |
| 20.06.800 | Landscaping Allowance | SF | \$ 3 | \$ 3 | | \$ |
| 20.06.810 | Landscaping Allowance, Guideway | Route Mile | \$ 175,476 | \$ 178,861 | | \$ |
| 20.07 | Automobile, bus, van accessways including roads | | | | | |
| 30.02 30.02.010 | Light maintenance facility Light Maintenance Facility (LMF) | ΕΛ | \$ 105,006,029 | \$ 107.021.700 | | \$ |
| 30.02.010 | Heavy maintenance facility Heavy maintenance facility | EA | \$ 105,006,028 | \$ 107,031,700 | | \$ |
| 30.03.010 | Heavy Maintenance Facility (HMF) | EA | \$ 223,630,679 | \$ 227,944,740 | | \$ |
| 30.04 | Storage or maintenance-of-way building/bases | | - | | | \$ |
| 30.04.010 | Maintenance of Way Facility (MOWF) | EA | \$ 11,711,592 | \$ 11,937,521 | | \$ |
| 30.05 | Yard and yard track | | | | | \$ |
| 30.05.110 30.05.200 | Ballasted Track - Yard Track Ballasted Turnout, No. 15 | Route Mile | \$ 1,686,767 | \$ 1,719,306 | | \$ |
| 30.05.210 | Ballasted Diamond Crossover, No. 15 | EA EA | \$ 404,233 \$ 574,336 | \$ 412,031 \$ 585,415 | | \$ \$ |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | TF | \$ 1,283 | \$ 365,415 | | \$ |
| 40.01 | Demolition, clearing, site preparation | | 7 1,203 | 7 1,500 | | \$ |
| 40.01.010 | Demolition Allowance, Bridge | SF | \$ 26 | \$ 27 | | \$ |
| 40.01.050 | Demolition Allowance, Building (1 Story) | SF | \$ 14 | \$ 14 | | \$ |
| 40.01.060 | Demolition Allowance, Building (2 Story) | SF | \$ 27 | \$ 28 | | \$ |
| 40.01.110 | Demolition Allowance, Asphalt Pavement | SY | \$ 56 | \$ 57 | | \$ |
| 40.01.140 | Demolition Allowance, Concrete Curb | LF | \$ 13 | \$ 13 | | \$ |
| 40.01.150 40.01.810 | Demolition Allowance, Concrete Sidewalk Demolition Allowance, Remove Railroad Track | SY Route Mile | \$ 41 \$ 169,459 | \$ 42 \$ 172,728 | | \$ \$ |
| 40.01.900 | Miscellanous Excavation & Support Items | LS | \$ 2,224 | \$ 172,728 | | \$ \$ |
| 40.01.999 | Maintenance Of Traffic | LS | 2,221 | 2,207 | | \$ |
| 40.02 | Site utilities, utility relocation | | | | | \$ 502,22 |
| 40.02.001 | Utility Relocation Allowance, Level 1 | Route Mile | \$ 1,099,949 | \$ 1,121,169 | | \$ |
| 40.02.002 | Utility Relocation Allowance, Level 2 | Route Mile | \$ 1,978,427 | | | \$ |
| 40.02.003 40.02.004 | Utility Relocation Allowance, Level 3 | Route Mile | \$ 3,267,072 | , , | | \$ |
| 40.02.004 | Utility Relocation Allowance, Level 4 Utility Relocation Allowance, Level 5 | Route Mile Route Mile | \$ 3,906,355 \$ 4,927,149 | \$ 3,981,713 \$ 5,022,198 | 0.10 | \$ \$ 502,22 |
| 40.02.060 | Major Utility Relocation, Aerial Transmission Line | EA | \$ 4,927,149 \$ 8,600,000 | | 0.10 | \$ 502,22 |
| 40.02.050 | Site Utility Allowance | Route Mile | \$ 1,660,257 | | | Š |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatm | 1 | \$ - | , , , , , , | | \$ |
| 40.03.100 | Hazardous Material Removal Allowance, Light | Route Mile | \$ 188,246 | \$ 191,877 | | \$ |
| 40.03.105 | Hazardous Material Removal Allowance, Medium | Route Mile | \$ 370,152 | \$ 377,293 | | \$ |
| 40.03.110 | Hazardous Material Removal Allowance, Heavy | Route Mile | \$ 555,734 | \$ 566,454 | | \$ |
| 40.03.150 40.04 | Removal of Contaminated Soil Environmental mitigation: wetlands, historic/archeology, parks | CF | \$ 13 \$ - | \$ 14 | | \$ \$ 1,979,67 |
| 40.04.100 | Environmental Mitigation Allowance, Light | Route Mile | \$ 583,755 | \$ 595,016 | | \$ 1,979,67 \$ |
| 40.04.105 | Environmental Mitigation Allowance, Medium | Route Mile | \$ 1,634,403 | \$ 1,665,932 | | \$ |
| 40.04.110 | Environmental Mitigation Allowance, Heavy | Route Mile | \$ 2,743,574 | \$ 2,796,500 | | \$ |
| 40.05 | Site structures including retaining walls, sound walls | | \$ - | | | \$ 17,688,77 |
| 40.05.012 | Retaining Wall - 1 Wall (12' Avg. Height) | LF | \$ 3,029 | \$ 3,088 | | \$ |
| 40.05.020 40.05.030 | Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) | LF LE | \$ 3,944 | \$ 4,020 | | \$ |
| 40.05.030 | Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | LF LF | \$ 5,392 \$ 804 | \$ 5,496 \$ 820 | | \$ |
| 40.05.111 | Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | LF LF | \$ 1,551 | \$ 820 | 11,188.00 | \$ 17,688,77 |
| 40.05.120 | Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | LF | \$ 1,308 | \$ 1,334 | ,, | \$ |
| 40.05.211 | Sound Wall - 1 Wall (8' Avg. Height) | LF | \$ 205 | \$ 209 | | \$ |
| 40.05.212 | Sound Wall - 1 Wall (16' Avg. Height) | LF | \$ - | \$ 400 | | \$ |
| 40.05.310 | Intrusion Protection Berm | LF | \$ 136 | \$ 139 | | \$ |
| 40.05.400 | Canal Realignments (10' X 8' Trench) | LF | \$ - | \$ 813 | | \$ |
| 40.05.401 40.05.999 | Canal Realignments (65' X 10' Trench) Maintenance Of Traffic | LF LS | \$ - | \$ 3,251 | | \$ |
| 40.05.999 | Temporary facilities and other indirect costs during construction | LS | | 4% | | \$ 2,639,56 |
| 40.07 | Purchase or lease of real estate | Acre | | 470 | | \$ 761,91 |
| 40.08 | Highway/pedestrian overpass/grade separations | | | | | \$ 5,939,08 |
| 40.08.145a | Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | EA | | \$ 3,577,704 | | \$ |
| 40.08.146a | Roadway Undercrossing HSR - SR 43 on H alignment | EA | | \$ 3,080,539 | | \$ |
| 40.08.147a | Roadway Undercrossing HSR - Private Road on H Alignment | EA | l. | \$ 972,574 | | \$ |
| | Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | EA | \$ 3,968,660 | \$ 4,045,219 | | \$ |
| 40.08.322 | | EA | \$ 4,632,802 | \$ 4,722,173 | İ | \$ |
| 40.08.324 | | F.A. | ć | ¢ = *** = C = | | ċ |
| 40.08.324 40.08.326 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 2 tracks | EA EA | \$ 5,346,429 | \$ 5,449,567 | | \$ |
| 40.08.324 | | EA EA EA | \$ 5,346,429 | \$ 5,449,567 \$ 11,324,363 \$ 15,659,613 | | \$ \$ \$ |

| UNIT PRICE | DESCRIPTION | UNIT | | UNIT PRICE 3rd Quarter | _ | IIT PRICE d Quarter | | FNO-BF Subsection L3 | |
|------------|---|-------------|----|---------------------------|-----|------------------------|------|----------------------------|-----------|
| ELEWIENI | | | | 2009) | | 2010) | QTY | | COST |
| | Pedstrain Overcrossing | EA | | | \$ | 2,100,000 | | \$ | - |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | | \$ | |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | | \$ | |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | \$ | |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | \$ | |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | \$ | |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | \$ | |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ | 5,362,896 | | \$ | |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | \$ | |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ | 723,886 | | \$ | |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | 1 | | \$ | 5,805,298 | 1.00 | \$ | 5,805,298 |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | | \$ | |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | Ś | 4,089,716 | | \$ | |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | | \$ | 15,000,000 | | Ś | |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | _ | Ś | 25,987,089 | | Ś | |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | \$ | 5,615,692 | | \$ | |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | | \$ | , , | \$ | | | \$ | • |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | | 5,341,703 | | 5,444,750 | | \$ | |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 4 tracks | EA | \$ | 6,516,967 | \$ | 6,642,686 | | | |
| | | EA | \$ | 7,129,564 | \$ | 7,267,100 | | \$ | |
| 40.08.510 | Roadway Modification, New AC Paving | SF | \$ | 17 | \$ | 18 | | \$ | |
| 40.08.520 | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | SF | \$ | 21 | \$ | 21 | | \$ | |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | Route Mile | \$ | 549,929 | \$ | 560,538 | 0.04 | \$ | 21,232 |
| 40.08.540 | Access Road Entrance Point | EA | \$ | 31,937 | \$ | 32,553 | 1.00 | \$ | 32,553 |
| 40.08.550 | Streetscaping Allowance | ESF | \$ | 343 | \$ | 350 | | \$ | |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert | EA | \$ | - | \$ | 20,000 | 4.00 | \$ | 80,000 |
| 40.08.999 | Maintenance Of Traffic | LS | | | | | | \$ | |
| 50.01 | Wayside signaling equipment | | | | | | | \$ | 4,007,275 |
| 50.01.010 | Train Controls (ATC) | Route Mile | \$ | 1,128,300 | \$ | 1,150,066 | 3.18 | \$ | 3,657,210 |
| 50.01.011 | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | | \$ | |
| 50.01.020 | Wayside Protection System | Route Mile | \$ | 108,000 | \$ | 110,083 | 3.18 | \$ | 350,065 |
| 50.01.021 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 162,000 | \$ | 165,125 | | \$ | |
| 50.01.030 | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | \$ | |
| 50.05 | Communications | | | | | | | \$ | 622,338 |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | 3.18 | \$ | 622,338 |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | | \$ | |
| 60.02 | Traction power supply: Substations | | | | | | | \$ | 8,906,033 |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | \$ | 2,471,835 | 3.18 | \$ | 7,860,434 |
| 60.02.102 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | \$ | 12,103,061 | | \$ | - |
| 60.02.101 | Traction Power Supply- 4 Tracks | Route Mile | \$ | 3,881,250 | \$ | 3,956,123 | | \$ | |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | 1.00 | \$ | 786,815 |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | | \$ | .,- |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | Ś | 258,784 | 1.00 | \$ | 258,784 |
| 60.03 | Traction power distribution: Catenary and third rail | | T. | 222,300 | l – | | 1.00 | \$ | 6,867,763 |
| 60.03.100 | Traction Power distribution. Cateriary and third rail | Route Mile | \$ | 2,118,800 | \$ | 2,159,674 | 3.18 | \$ | 6,867,763 |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | 3.10 | \$ | 0,007,703 |
| | | Moute wille | 7 | 320,000 | ب | 330,100 | | 7 | |

| NIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | FNO-BFD Subsection L4 | |
|--|---|--------------------------|----------------------------------|----------------------------------|------|-----------------------------|-----------|
| | | | 2009) | 2010) | QTY | | COST |
| 10.01 | Track structure: Viaduct | | | | | \$ | 113,445,8 |
| 10.01.122 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | \$ 36,624,377 | | \$ | |
| 10.01.123 | Elevated Structure - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 45,285,042 | \$ 46,158,636 | | \$ | |
| 10.01.124 | Elevated Structure - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 46,232,612 | \$ 47,124,486 | | \$ | |
| 10.01.125 | Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 47,180,084 | \$ 48,090,235 | | \$ | |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 64,502,791 | \$ 65,747,114 | | \$ | |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 66,081,681 | \$ 67,356,463 | | \$ | |
| 10.01.222 | Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | | \$ | |
| 10.01.223 | Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 52,578,482 | \$ 53,592,774 | 0.11 | \$ | 5,895,2 |
| 10.01.224 | Elevated Structure - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 53,525,409 | \$ 54,557,967 | 0.85 | \$ | 46,374,2 |
| 10.01.225 10.01.226 | Elevated Structure - 2 Track (50' Avg. Pier Ht) Elevated Structure - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 54,473,243 | \$ 55,524,087 | 0.52 | \$ | 28,872, |
| 10.01.227 | Elevated Structure - 2 Track (ob Avg. Pier Ht) Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 71,796,207 \$ 73,374,892 | \$ 73,181,228 \$ 74,790,367 | | \$ \$ | |
| 10.01.227 | Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile Route Mile | \$ 73,374,892 \$ 82,812,928 | \$ 74,790,367 \$ 84,410,473 | | \$ | |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | | | | \$ | |
| 10.01.244 | Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 101,501,272 \$ 103,395,885 | \$ 103,459,333 \$ 105,390,496 | | \$ | |
| 10.01.245 | Elevated Structure - 4 Track (40 Avg. Pier Ht) | Route Mile | \$ 105,253,245 | \$ 107,283,686 | | \$ | |
| 10.01.246 | Elevated Structure - 4 Track (60' Avg. Pier Ht) | Route Mile | \$ 141,642,485 | \$ 144,374,910 | | \$ | |
| 10.01.247 | Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile | \$ 144,884,105 | \$ 147,679,065 | | \$ | |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 39,541,927 | \$ 40,304,730 | | \$ | |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20 Avg. Pier Ht) | Route Mile | \$ 39,841,927 | \$ 40,304,730 | | \$ | |
| 10.01.323 | Elevated Structure (LS) - 1 Track (30 Avg. Pier Ht) Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 49,862,619 | \$ 50,824,519 \$ 51,897,022 | | \$ | |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40 Avg. Pier Ht) Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 50,914,824 \$ 51,967,437 | \$ 51,897,022 \$ 52,969,941 | | \$ | |
| 10.01.325 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | | \$ 62,798,549 | | | \$ | |
| 10.01.327 | Elevated Structure (LS) - 1 Track (60 Avg. Pier Ht) Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile | | | | \$ | |
| 10.01.327 | Elevated Structure (LS) - 1 Track (70 Avg. Pier Ht) Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile Route Mile | \$ 64,181,981 \$ 47,694,536 | \$ 65,420,116 \$ 48,614,611 | | \$ | |
| 10.01.422 | Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | | \$ 58,014,969 | | | \$ | |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile Route Mile | \$ 59,067,487 | | | \$ | |
| 10.01.425 | Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 60,120,295 | \$ 60,206,958 \$ 61,280,076 | | \$ | |
| 10.01.426 | Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile | | | | \$ | |
| 10.01.427 | Elevated Structure (LS) - 2 Track (60 Avg. Pier Ht) | Route Mile | \$ 70,951,046 \$ 72,334,586 | \$ 72,319,762 \$ 73,729,993 | | \$ | |
| 10.01.431 | Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | | \$ 235,649,714 | | | \$ | |
| 10.01.432 | Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) | Route Mile Route Mile | | | | \$ | |
| 10.01.512 | Elevated Structure (ES-rail) - 2-Single Tracks (120 Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | | | | | \$ | |
| 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 70,118,523 \$ 74,724,468 | | | \$ | |
| 10.01.514 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) | Route Mile Route Mile | \$ 74,724,468 \$ 76,108,232 | \$ 76,165,978 \$ 77,576,437 | | \$ | |
| 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 77,528,913 | \$ 79,024,523 | | \$ | |
| 10.01.516 | Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 78,976,112 | \$ 80,499,641 | | \$ | |
| 10.01.522 | Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 77,411,338 | \$ 78,904,680 | | \$ | |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 77,411,338 | \$ 83,599,803 | | \$ | |
| 10.01.524 | Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 83,401,267 | \$ 85,010,162 | 0.38 | \$ | 32,303, |
| 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 84,822,267 | \$ 86,458,574 | 0.56 | \$ | 32,303, |
| 10.01.526 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 86,267,477 | \$ 87,931,664 | | \$ | |
| 10.01.612 | Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 111,218,191 | \$ 113,363,701 | | \$ | |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 116,892,249 | \$ 119,147,218 | | \$ | |
| 10.01.614 | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 119,418,218 | | | \$ | |
| 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | | \$ 124,258,848 | | Ś | |
| 10.01.622 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 118,511,296 | | | \$ | |
| 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | | \$ 126,581,112 | | \$ | |
| 10.01.624 | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 126,711,251 | \$ 129,155,638 | | \$ | |
| 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 129,200,143 | \$ 131,692,544 | | \$ | |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 131,726,304 | \$ 134,267,437 | | Ś | |
| 10.01.700 | Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 126,282,645 | \$ 128,718,764 | | \$ | |
| 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 131,933,691 | \$ 134,478,825 | | \$ | |
| 10.01.702 | Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 134,449,679 | \$ 137,043,348 | | \$ | |
| 10.01.944 | Elevated Structure - 2 Track w/ 2 Single Trenches | Route Mile | \$ - | \$ - | | \$ | |
| 10.01.950 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 44,000,000 | \$ 44,848,804 | | \$ | |
| 10.01.951 | PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 58,000,000 | \$ 59,118,878 | | Ś | |
| 10.01.960 | Stream Crossings HST Structure Box Culverts | EA | \$ 20,000 | \$ 20,386 | | \$ | |
| 10.01.999 | Maintenance Of Traffic | LS | | -, | | \$ | |
| 10.02 | Track structure: Major/Movable bridge | | \$ - | | | \$ | |
| 10.02.013 | Bridge Structure - 3 span with 1 Track | Route Mile | \$ 47,326,516 | \$ 48,239,492 | | \$ | |
| 10.02.023 | Bridge Structure - 3 span with 2 Track | Route Mile | \$ 66,899,099 | \$ 68,189,650 | | \$ | |
| 10.02.043 | Bridge Structure - 3 span with 4 Track | Route Mile | \$ 100,045,360 | \$ 101,975,335 | | \$ | |
| 10.02.044a | Bridge Structure - 2 Track Steel Truss Bridges | Route Mile | \$ - | \$ 12,077,578 | | \$ | |
| 10.02.045a | Bridge Structure - SJVR Spur - Trench Cover | EA | \$ - | \$ 1,564,672 | | \$ | |
| 10.02.046a | Bridge Structure - SJVR Spur - Rail Bridge | EA | \$ - | \$ 1,289,565 | | \$ | |
| 10.02.047a | Bridge Structure - Dry Creek Canal Water bridge | EA | \$ - | \$ 3,283,677 | | \$ | |
| 10.02.999 | Maintenance Of Traffic | LS | | | | \$ | |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) | | \$ - | | | \$ | 14,816 |
| 10.05.111 | At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) | Route Mile | \$ 1,919,183 | \$ 1,956,206 | | \$ | |
| 10.05.112 | At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,040,609 | \$ 3,099,266 | | \$ | |
| 10.05.113 | At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) | Route Mile | \$ 4,437,362 | \$ 4,522,964 | | \$ | |
| | At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 6,095,891 | \$ 6,213,487 | | \$ | |
| 10.05.114 | At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 2,527,904 | \$ 2,576,670 | | \$ | |
| | | | | \$ 3,948,727 | | \$ | |
| 10.05.114 | At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,873,994 | | | Y | |
| 10.05.114 10.05.121 | At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | \$ 5,488,286 | \$ 5,594,161 | | \$ | |
| 10.05.114 10.05.121 10.05.122 | | | | | | | |
| 10.05.114 10.05.121 10.05.122 10.05.123 | At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | \$ 5,488,286 | \$ 5,594,161 | | \$ | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: L4 |
|------------------------|--|--------------------------|----------------------------------|----------------------------------|------|---------------------------|
| | | | 2009) | 2010) | QTY | cost |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ 77,047,580 | \$ 78,533,905 | | \$ |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | | \$ 3,624,578 | | \$ |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ 5,002,163 | \$ 5,098,660 | | \$ |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,255,789 | \$ 1,280,015 | | \$ |
| 10.05.212 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,824,123 | \$ 1,859,312 | | \$ |
| 10.05.213 | At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) | Route Mile | \$ 2,574,079 | \$ 2,623,735 | | \$ |
| 10.05.214 | At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile | \$ 3,508,477 | \$ 3,576,159 | | \$ |
| 10.05.221 10.05.222 | At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) At-Grade Track-bed in Fill - 2 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,804,472 | \$ 1,839,282 | F 70 | \$ 14.916.01 |
| 10.05.222 | At-Grade Track-bed in Fill - 2 Track (15 Avg. Fill Ht) At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile Route Mile | \$ 2,514,964 \$ 3,420,413 | \$ 2,563,480 | 5.78 | \$ 14,816,91 \$ |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ 3,420,413 \$ 4,498,944 | \$ 3,486,396 \$ 4,585,733 | | \$ |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ 10,874,062 | \$ 11,083,833 | | Ś |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ 20,392,304 | | | Ś |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ 33,180,092 | \$ 33,820,169 | | \$ |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ 48,985,268 | \$ 49,930,243 | | \$ |
| 10.05.241 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ 2,473,684 | \$ 2,521,404 | | \$ |
| 10.05.261 | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,162,050 | \$ 3,223,050 | | \$ |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ 5,441,105 | \$ 5,546,070 | | \$ |
| 10.05.999 | Maintenance Of Traffic | LS | | | | \$ |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | | | | | \$ |
| 10.06.210 | At-Grade Track-bed with Closed Drainage - 1 Track | Route Mile | \$ 1,366,385 | | | \$ |
| 10.06.220 | At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | \$ 2,168,933 | | | \$ |
| 10.06.230 | At-Grade Track-bed with Closed Drainage - 3 Track At-Grade Track-bed with Closed Drainage - 4 Track | Route Mile | \$ 2,660,843 | | | \$ |
| 10.06.240 10.06.999 | At-Grade Track-bed with Closed Drainage - 4 Track Maintenance Of Traffic | Route Mile | \$ 3,039,420 | \$ 3,098,053 | | \$ |
| 10.07 | Track structure: Tunnel | LS | | | | \$ |
| 10.07.101 | TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ 121,440,000 | \$ 123,782,700 | | \$ |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ 179,520,000 | | | \$ |
| 10.07.103 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ 158,400,000 | | | Ś |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | | \$ 306,765,821 | | Ś |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | \$ 227,040,000 | \$ 231,419,830 | | Ś |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ 205,920,000 | \$ 209,892,404 | | \$ |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ 464,640,000 | \$ 473,603,373 | | \$ |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | \$ 147,840,000 | \$ 150,691,982 | | \$ |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ 364,320,000 | \$ 371,348,099 | | \$ |
| 10.07.205 | D&B Double Track Tunnel 50ft ID in hard rock (competent) | Route Mile | \$ 232,320,000 | \$ 236,801,686 | | \$ |
| 10.07.206 | D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile | \$ 485,760,000 | | | \$ |
| 10.07.301 | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile | \$ 374,880,000 | \$ 382,111,812 | | \$ |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ 454,080,000 | \$ 462,839,659 | | \$ |
| 10.07.303 10.07.304 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ 269,280,000 | | | \$ |
| 10.07.305 | SEM Double Track Tunnel 40ft ID in soft ground (poor) SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | \$ 306,240,000 \$ 396,000,000 | \$ 312,147,677 \$ 403,639,238 | | \$ |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (poor) | Route Mile Route Mile | \$ 448,800,000 | | | \$ \$ |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile | \$ 237,600,000 | \$ 242,183,543 | | Ś |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ 274,560,000 | | | Š |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ 179,520,000 | | | Ś |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ 248,160,000 | | | Ś |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) | Route Mile | \$ 290,400,000 | \$ 296,002,108 | | \$ |
| 10.07.406 | RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ 401,280,000 | \$ 409,021,094 | | \$ |
| 10.07.207 | D&B Cross Passage conservative cost in rock | Linear Feet | \$ 28,000 | \$ 28,540 | | \$ |
| 10.07.407 | RH Cross Passage conservative cost in soft rock | Linear Feet | \$ 25,000 | \$ 25,482 | | \$ |
| 10.07.501 | Cross Passage in Soft Ground (competent) | Linear Feet | \$ 33,000 | \$ 33,637 | | \$ |
| 10.07.502 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ 84,000 | \$ 85,620 | | \$ |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 90,688,401 | \$ 92,437,871 | | \$ |
| 10.07.115 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 107,082,440 | \$ 109,148,168 | | \$ |
| 10.07.116 | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 135,385,066 | \$ 137,996,780 | | \$ |
| 10.07.214 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 141,194,360 | \$ 143,918,141 | | \$ |
| 10.07.215 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 163,855,983 \$ 202,718,337 | \$ 167,016,929 \$ 206,628,977 | | \$ |
| 10.07.214 | Cut & Cover Box - 2 Track/ 1 Box (60' Avg. Exc Depth) Cut & Cover Box - 2 Track/ 2 Box (40' Avg. Exc Depth) | Route Mile | | | | \$ |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (40 Avg. Exc Depth) | Route Mile Route Mile | \$ 189,027,415 \$ 221,996,334 | \$ 192,673,943 \$ 226,278,866 | | \$ |
| 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | \$ 221,996,334 | \$ 226,278,866 | | \$ |
| 10.07.414 | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 206,677,660 | \$ 210,664,680 | | \$ |
| 10.07.415 | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 237,737,305 | \$ 242,323,497 | | Š |
| 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 291,302,754 | \$ 296,922,277 | | \$ |
| 10.07.526a | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile | \$ - | \$ 434,924,098 | | \$ |
| 10.07.801 | Ventilation Shaft | VF | \$ 13,627 | \$ 13,890 | | \$ |
| 10.07.802 | Mid-Line Ventilation Structure | LS | \$ 8,742,980 | \$ 8,911,641 | | \$ |
| 10.07.803 | Tunnel Portal Structure | LS | \$ 8,089,108 | \$ 8,245,155 | | \$ |
| 10.07.805 | Emergency Access Shaft | VF | \$ 22,520 | | | \$ |
| 10.07.850 | Pumping Station | EA | \$ 212,310 | \$ 216,405 | | \$ |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) | Route Mile | | \$ 7,496,882 | | \$ |
| 10.07.902 | Mechanical & Electrical Allowance for Underground (Double) | Route Mile | \$ 14,710,177 | | | \$ |
| 10.07.920 | Ventilation Equipment Allowance Double Deck - 2 Track Trench on Top of 2 Track C&C Box | EA Doute Mile | | \$ 2,253,759 | | \$ |
| 10.07.922 10.07.950 | Allowance for Construction Monitoring | Route Mile | \$ 210,906,243 | \$ 214,974,836 | | \$ |
| 10.07.950 | Track structure: Retaining walls and systems | Route Mile | \$ 145,939 | \$ 148,754 | | \$ 36,743,75 |
| 10.08.211 | Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 25,829,576 | \$ 26,327,855 | | \$ 36,743,73 |
| 10.08.212 | Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 67,586,123 | | | \$ |
| 10.08.213 | Retained Cut, Trench - 1 Track (30' Avg. Exc Depth) | Route Mile | \$ 127,460,002 | | | \$ |
| | | 1 | | \$ 38,126,764 | Ī | \$ |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | FNO-BFD ubsection: L4 |
|-------------------------------------|--|--------------------------|--------------------------------|--------------------------------|------|-----------------------------|
| | | | 2009) | 2010) | QTY | cost |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,868 | \$ 93,174,275 | | \$ |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | \$ 163,304,293 | \$ 166,454,597 | | \$ |
| 10.08.224 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 291,740,935 | | | \$ |
| 10.08.241 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | Route Mile | \$ 47,685,463 | | | \$ |
| 10.08.242 | Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) | Route Mile | \$ 111,376,696 | | | \$ |
| 10.08.243 | Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) | Route Mile | \$ 192,038,567 | | | \$ |
| 10.08.344 | Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile | \$ 295,374,114 | | | \$ |
| 10.08.346 10.08.411 | Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 356,356,513 | | | \$ |
| 10.08.411 | Retained Fill, Walls Both Sides - 1 Tracks (10 Avg. Wall Ht) Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 8,667,052 \$ 24,952,856 | | | \$ \$ |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile Route Mile | \$ 24,952,856 \$ 43,794,002 | \$ 25,434,222 \$ 44,638,832 | | \$ |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,335,195 | \$ 9,515,280 | | \$ |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,915,008 | | | \$ |
| 10.08.423 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 45,060,437 | \$ 45,929,698 | 0.80 | \$ 36,743,75 |
| 10.08.432 | Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,723,268 | | 0.00 | \$ |
| 10.08.441 | Retained Fill, Walls Both Sides - 4 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,573,053 | | | Š |
| 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 26,163,983 | | | Ś |
| 10.08.461 | Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,858,094 | | | Ś |
| 10.08.999 | Maintenance Of Traffic | LS | 3,030,031 | 10,010,200 | | Ś |
| 10.09 | Track new construction: Conventional ballasted | | \$ - | | | \$ 16,256,94 |
| 10.09.110 | Ballasted Track - 1 Track | Route Mile | \$ 1,820,565 | \$ 1,855,686 | | \$ |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | \$ 1,221,280 | \$ 1,244,839 | | \$ |
| 10.09.120 | Ballasted Track - 2 Track | Route Mile | \$ 3,416,549 | | | \$ |
| 10.09.122 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile | \$ 2,423,901 | \$ 2,470,660 | 6.58 | \$ 16,256,94 |
| 10.09.240 | Ballasted Track - 2 Track (Station Track) | Route Mile | \$ 7,244,923 | \$ 7,384,685 | | \$ |
| 10.09.132 | Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | \$ 3,580,069 | \$ 3,649,132 | | \$ |
| 10.09.142 | Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ 4,521,614 | \$ 4,608,840 | | \$ |
| 10.09.162 | Ballasted Track (Track Laying Machine) - 6 Track | Route Mile | \$ 6,782,421 | \$ 6,913,261 | | \$ |
| 10.09.810 | Ballasted Freight Track - 1 Track | Route Mile | \$ 1,554,241 | \$ 1,584,224 | | Ś |
| 10.09.820 | Ballasted Freight Track - 2 Track | Route Mile | \$ 3,089,739 | \$ 3,149,343 | | \$ |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile | \$ 4,645,413 | \$ 4,735,027 | | \$ |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile | \$ 91,367 | \$ 93,129 | | \$ |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ 162,843 | \$ 165,985 | | \$ |
| 10.09.922 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile | \$ 325,778 | \$ 332,063 | | \$ |
| 10.09.923 | Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ 488,667 | \$ 498,094 | | \$ |
| 10.09.924 | Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ 651,556 | \$ 664,125 | | \$ |
| 10.10 | Track new construction: Non-ballasted | | \$ - | | | \$ 6,908,44 |
| 10.10.110 | Direct Fixation Track - 1 Track | Route Mile | \$ 1,812,497 | \$ 1,847,462 | | \$ |
| 10.10.120 | Direct Fixation Track - 2 Track | Route Mile | \$ 3,624,438 | \$ 3,694,357 | 1.87 | \$ 6,908,44 |
| 10.10.140 | Direct Fixation Track - 4 Track | Route Mile | \$ 7,293,868 | \$ 7,434,574 | | \$ |
| 10.10.210 | Independent Dual Block Track - 1 Track | Route Mile | \$ 3,338,726 | \$ 3,403,134 | | \$ |
| 10.10.220 | Independent Dual Block Track - 2 Track | Route Mile | \$ 6,676,744 | \$ 6,805,545 | | \$ |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile | \$ 13,353,468 | \$ 13,611,070 | | \$ |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | | \$ - | | | \$ |
| 10.14.100 | Direct Fixation Turnout (60 MPH) | EA | \$ 477,018 | | | \$ |
| 10.14.105 | Direct Fixation Turnout (80 MPH) | EA | \$ 630,650 | | | \$ |
| 10.14.110 | Direct Fixation Turnout (110 MPH) | EA | \$ 887,327 | | | \$ |
| 10.14.115 | Direct Fixation Turnout (150 MPH) | EA | \$ 1,220,877 | | | \$ |
| 10.14.130 | Direct Fixation Crossover (60 MPH) | EA | \$ 879,265 | | | \$ |
| 10.14.135 | Direct Fixation Crossover (80 MPH) | EA | \$ 1,188,515 | | | \$ |
| 10.14.140 | Direct Fixation Crossover (110 MPH) Direct Fixation Crossover (150 MPH) | EA | \$ 1,647,309 | \$ 1,679,087 | | \$ |
| 10.14.145 | ` ' | EA | \$ 2,254,990 | | | \$ |
| 10.14.199 | Ballasted Turnout (25 MPH) Ballasted Turnout (60 MPH) | EA | \$ 130,500 | \$ 133,017 | | \$ |
| 10.14.200 10.14.205 | Ballasted Turnout (80 MPH) Ballasted Turnout (80 MPH) | EA | \$ 396,172 | | | \$ \$ |
| 10.14.205 | Ballasted Turnout (110 MPH) | EA | \$ 533,623 | | | |
| 10.14.210 | Ballasted Turnout (110 MPH) Ballasted Turnout (150 MPH) | EA | \$ 739,770 \$ 1,012,686 | \$ 754,041 | | \$ \$ |
| 10.14.215 | Ballasted Crossover (60 MPH) | EA | | | | \$ |
| 10.14.300 | Ballasted Crossover (80 MPH) Ballasted Crossover (80 MPH) | EA EA | \$ 731,709 \$ 986,399 | \$ 745,824 \$ 1,005,427 | | \$ |
| 10.14.310 | Ballasted Crossover (100 MPH) | | | | | \$ |
| 10.14.315 | Ballasted Crossover (170 MPH) | EA | \$ 1,372,407 | | | \$ |
| 10.14.400 | Terminal - Bumping Post | EA | \$ 1,877,814 \$ 27,763 | \$ 1,914,039 | | \$ |
| 20.01 | | EA | \$ 27,763 | \$ 28,299 | | \$ |
| 20.01.100 | Station buildings: Intercity passenger rail only Anaheim Station | 10 | ¢ 04 509 725 | ¢ 06 221 902 | | |
| 20.01.105 | Millbrae Station | LS LS | \$ 94,508,725 \$ 24,939,819 | | | \$ \$ |
| 20.01.105 | Millbrae Station - Site Elements | LS | \$ 24,939,819 | | | \$ |
| 20.01.110 | LA Union Station | LS | \$ 193,627,800 | | | \$ \$ |
| 20.02.200 | Redwood/Palo Alto Station | LS | \$ 193,627,800 | | | \$ |
| 20.02.201 | Redwood/Palo Alto Station - Site Elements | LS | \$ 6,667,755 | | | \$ |
| 20.02.205 | Norwalk Station | LS | \$ 46,561,775 | | | Ś |
| 20.02.206 | Norwalk Station - Site Elements | LS | \$ 18,939,701 | | | \$ |
| 20.02.210 | Tulare Station | LS | \$ 55,108,000 | | | \$ |
| 20.02.211 | Tulare Station - Site Elements | LS | \$ 19,174,756 | | | Ś |
| 20.02.215 | Gilroy Station | LS | \$ 68,723,791 | | | \$ |
| 20.02.216 | Gilroy Station - Site Elements | LS | \$ 9,586,063 | | | Ś |
| 20.02.220 | Burbank Station | LS | \$ 61,155,850 | | | \$ |
| 20.02.221 | Burbank Station - Site Elements | LS | \$ 13,393,012 | | | \$ |
| | San Jose Station | LS | \$ 70,224,925 | | | Ś |
| 20.02,225 | The state of the s | LJ | y /U,224,323 | | | 1 4 |
| 20.02.225 | San Jose Station-Site Elements | 15 | \$ 11 //7 016 | \$ 11 667 Ω/1 | | \$ |
| 20.02.225 20.02.226 20.02.230 | San Jose Station-Site Elements Merced Station | LS LS | \$ 11,447,016 \$ 65,035,950 | | | \$ |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | | NIT PRICE rd Quarter | UNIT PRICE (3rd Quarter | | FNO-E ubsect L4 | tion: |
|---|---|------------------------------|----|--------------------------|--|----------|----------------------------------|----------------------|
| | | | | 2009) | 2010) | QTY | | COST |
| 20.02.235 | Fresno Station | LS | \$ | 65,863,950 | \$ 67,134,532 | | \$ | - |
| 20.02.236 | Fresno Station - Site Elements | LS | \$ | 9,639,938 | | | \$ | - |
| 20.02.240 20.02.241 | Bakersfield Station Bakersfield Station - Site Elements | LS | \$ | 67,643,575 | | | \$ | - |
| 20.02.241 | Palmdale Station | LS LS | \$ | 12,084,938 68,151,875 | | | \$ | |
| 20.02.246 | Palmdale Station - Site Elements | LS | \$ | | \$ 17,083,571 | | Ś | |
| 20.02.250 | Sylmar Station | LS | \$ | 68,151,875 | \$ 69,466,593 | | \$ | - |
| 20.02.251 | Sylmar Station - Site Elements | LS | \$ | 20,560,115 | \$ 20,956,740 | | \$ | - |
| 20.02.300 | At-Grade Station | LS | \$ | - | \$ 68,000,000 | | \$ | |
| 20.06 20.06.120 | Pedestrian / bike access and accommodation, landscaping, parking lots Pedestrian Access (Cut & Cover) | LF | \$ | 18,340 | \$ 18,694 | | \$ | |
| 20.06.140 | Pedestrian Plaza | SF | \$ | 33 | \$ 18,034 | | \$ | |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | \$ | 287,837 | \$ 293,389 | | \$ | |
| 20.06.210 | Parking - At Grade | STL | \$ | 3,330 | \$ 3,394 | | \$ | |
| 20.06.250 | Parking - Structured (Above Grade) | STL | \$ | 21,812 | \$ 22,233 | | \$ | |
| 20.06.800 20.06.810 | Landscaping Allowance | SF | \$ | 3 | \$ 3 | | \$ | |
| 20.06.810 | Landscaping Allowance, Guideway Automobile, bus, van accessways including roads | Route Mile | \$ | 175,476 | \$ 178,861 | | \$ | |
| 30.02 | Light maintenance facility | | | | | | \$ | |
| 30.02.010 | Light Maintenance Facility (LMF) | EA | \$ | 105,006,028 | \$ 107,031,700 | | \$ | |
| 30.03 | Heavy maintenance facility | | | , | , , , , , | | \$ | |
| 30.03.010 | Heavy Maintenance Facility (HMF) | EA | \$ | 223,630,679 | \$ 227,944,740 | | \$ | |
| 30.04 | Storage or maintenance-of-way building/bases | | | | | | \$ | |
| 30.04.010 | Maintenance of Way Facility (MOWF) | EA | \$ | 11,711,592 | \$ 11,937,521 | | \$ | |
| 30.05 30.05.110 | Yard and yard track Ballasted Track - Yard Track | Route Mile | \$ | 1,686,767 | \$ 1,719,306 | | \$ | |
| 30.05.200 | Ballasted Turnout, No. 15 | EA | \$ | 404,233 | \$ 1,713,300 | | \$ | |
| 30.05.210 | Ballasted Diamond Crossover, No. 15 | EA | \$ | 574,336 | \$ 585,415 | | \$ | |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | TF | \$ | 1,283 | \$ 1,308 | | \$ | |
| 40.01 | Demolition, clearing, site preparation | | | | | | \$ | |
| 40.01.010 | Demolition Allowance, Bridge | SF | \$ | 26 | \$ 27 | | \$ | |
| 40.01.050 40.01.060 | Demolition Allowance, Building (1 Story) | SF | \$ | 14 | \$ 14 | | \$ | |
| 40.01.060 | Demolition Allowance, Building (2 Story) Demolition Allowance, Asphalt Pavement | SF SY | \$ | 27 56 | \$ 28 \$ 57 | | \$ | |
| 40.01.140 | Demolition Allowance, Concrete Curb | LF | \$ | 13 | \$ 13 | | \$ | |
| 40.01.150 | Demolition Allowance, Concrete Sidewalk | SY | \$ | 41 | \$ 42 | | \$ | |
| 40.01.810 | Demolition Allowance, Remove Railroad Track | Route Mile | \$ | 169,459 | \$ 172,728 | | \$ | |
| 40.01.900 | Miscellanous Excavation & Support Items | LS | \$ | 2,224 | \$ 2,267 | | \$ | |
| 40.01.999 | Maintenance Of Traffic | LS | | | | | \$ | |
| 40.02 40.02.001 | Site utilities, utility relocation Utility Relocation Allowance, Level 1 | Route Mile | \$ | 1,099,949 | \$ 1,121,169 | | \$ | 1,004,440 |
| 40.02.002 | Utility Relocation Allowance, Level 2 | Route Mile | \$ | 1,099,949 | . , , | | \$ | |
| 40.02.003 | Utility Relocation Allowance, Level 3 | Route Mile | \$ | 3,267,072 | | | \$ | |
| 40.02.004 | Utility Relocation Allowance, Level 4 | Route Mile | \$ | 3,906,355 | \$ 3,981,713 | | \$ | |
| 40.02.005 | Utility Relocation Allowance, Level 5 | Route Mile | \$ | 4,927,149 | \$ 5,022,198 | 0.20 | \$ | 1,004,440 |
| 40.02.060 | Major Utility Relocation, Aerial Transmission Line | EA | \$ | 8,600,000 | | | \$ | |
| 40.02.050 | Site Utility Allowance | Route Mile | \$ | 1,660,257 | \$ 1,692,285 | | \$ | |
| 40.03 40.03.100 | Hazardous material, contaminated soil removal/mitigation, ground water treatm Hazardous Material Removal Allowance, Light | Route Mile | \$ | 188,246 | \$ 191,877 | | \$ | |
| 40.03.105 | Hazardous Material Removal Allowance, Medium | Route Mile | \$ | 370,152 | \$ 377,293 | | Ś | |
| 40.03.110 | Hazardous Material Removal Allowance, Heavy | Route Mile | \$ | 555,734 | \$ 566,454 | | \$ | |
| 40.03.150 | Removal of Contaminated Soil | CF | \$ | 13 | \$ 14 | | \$ | |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | | \$ | - | 3% | | \$ | 6,092,796 |
| 40.04.100 | Environmental Mitigation Allowance, Light | Route Mile | \$ | 583,755 | \$ 595,016 | | \$ | |
| 40.04.105 40.04.110 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy | Route Mile | \$ | 1,634,403 | \$ 1,665,932 | | \$ | |
| 40.05 | Site structures including retaining walls, sound walls | Route Mile | \$ | 2,743,574 | \$ 2,796,500 | | \$ | 8,221,455 |
| 40.05.012 | Retaining Wall - 1 Wall (12' Avg. Height) | LF | \$ | 3,029 | \$ 3,088 | | \$ | 0,221,133 |
| 40.05.020 | Retaining Wall - 1 Wall (20' Avg. Height) | LF | \$ | 3,944 | \$ 4,020 | | \$ | |
| 40.05.030 | Retaining Wall - 1 Wall (30' Avg. Height) | LF | \$ | 5,392 | \$ 5,496 | | \$ | |
| 40.05.111 | Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | LF | \$ | 804 | \$ 820 | | \$ | |
| 40.05.112 | Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | LF | \$ | 1,551 | \$ 1,581 | 5,200.00 | \$ | 8,221,45 |
| 40.05.120 40.05.211 | Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) | LF LF | \$ | 1,308 | \$ 1,334 | | \$ | |
| 40.05.211 | Sound Wall - 1 Wall (16' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) | LF LF | \$ | 205 | \$ 209 \$ 400 | | \$ | |
| | Intrusion Protection Berm | LF | \$ | 136 | \$ 139 | | \$ | |
| 40.05.310 | Canal Realignments (10' X 8' Trench) | LF | \$ | - | \$ 813 | | \$ | |
| 40.05.400 | | LF | \$ | - | \$ 3,251 | | \$ | |
| 40.05.400 40.05.401 | Canal Realignments (65' X 10' Trench) | | i | | | | \$ | |
| 40.05.400 40.05.401 40.05.999 | Maintenance Of Traffic | LS | | | | | \$ | 8,123,72 |
| 40.05.400 40.05.401 40.05.999 40.06 | Maintenance Of Traffic Temporary facilities and other indirect costs during construction | LS | | | 4% | | | |
| 40.05.400 40.05.401 40.05.999 40.06 40.07 | Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate | | | | 4% | | \$ | 4,471,90 |
| 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 | Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations | LS Acre | | | | | \$ | |
| 40.05.400 40.05.401 40.05.999 40.06 40.07 | Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate | LS | | | \$ 3,577,704 \$ 3,080,539 | | | |
| 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 40.08.145a | Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | LS Acre EA | | | \$ 3,577,704 | | \$ | 4,471,90 5,695,39 |
| 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 40.08.145a 40.08.145a 40.08.147a 40.08.322 | Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks | LS Acre EA EA | \$ | 3,968,660 | \$ 3,577,704 \$ 3,080,539 | | \$ \$ | |
| 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 40.08.145a 40.08.147a 40.08.322 40.08.324 | Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | LS Acre EA EA EA | \$ | 3,968,660 4,632,802 | \$ 3,577,704 \$ 3,080,539 \$ 972,574 | | \$ \$ \$ \$ \$ \$ | |
| 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 40.08.145a 40.08.146a 40.08.147a 40.08.322 40.08.324 40.08.326 | Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - 5R 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 6 lane retained fill roadway over 2 tracks | LS Acre EA EA EA EA EA EA EA | | | \$ 3,577,704 \$ 3,080,539 \$ 972,574 \$ 4,045,219 \$ 4,722,173 \$ 5,449,567 | | \$ \$ \$ \$ \$ \$ | |
| 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 40.08.145a 40.08.147a 40.08.322 40.08.324 | Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | EA EA EA EA EA | \$ | 4,632,802 | \$ 3,577,704 \$ 3,080,539 \$ 972,574 \$ 4,045,219 \$ 4,722,173 | | \$ \$ \$ \$ \$ \$ | |

| UNIT PRICE | DESCRIPTION | UNIT | | UNIT PRICE (3rd Quarter | | IIT PRICE d Quarter | FNO-BFD Subsection: L4 | | |
|------------|---|------------|----|----------------------------|----|------------------------|------------------------------|----|------------|
| ELEWIENT | | | | 2009) | | 2010) | QTY | | COST |
| | Pedstrain Overcrossing | EA | | | \$ | 2,100,000 | | \$ | - |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | | \$ | |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | | \$ | |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | \$ | |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | \$ | |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | \$ | |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | \$ | |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ | 5,362,896 | 1.00 | \$ | 5,362,896 |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | \$ | |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ | 723,886 | | \$ | |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | | | \$ | 5,805,298 | | Ś | |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | | \$ | |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | Ś | 4,089,716 | | \$ | |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | _ | \$ | 15,000,000 | | Ś | _ |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | _ | Ś | 25,987,089 | | Ś | |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | \$ | | | \$ | |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | | \$ | , , | \$ | 5,615,692 | | \$ | |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | | 5,341,703 | | 5,444,750 | | | |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 4 tracks | EA | \$ | 6,516,967 | \$ | 6,642,686 | | \$ | |
| | | EA | \$ | 7,129,564 | \$ | 7,267,100 | | \$ | |
| 40.08.510 | Roadway Modification, New AC Paving | SF | \$ | 17 | \$ | 18 | 6,010.00 | \$ | 106,493 |
| 40.08.520 | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | SF | \$ | 21 | \$ | 21 | | \$ | |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | Route Mile | \$ | 549,929 | \$ | 560,538 | 0.14 | \$ | 80,896 |
| 40.08.540 | Access Road Entrance Point | EA | \$ | 31,937 | \$ | 32,553 | 2.00 | \$ | 65,105 |
| 40.08.550 | Streetscaping Allowance | ESF | \$ | 343 | \$ | 350 | | \$ | |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert | EA | \$ | - | \$ | 20,000 | 4.00 | \$ | 80,000 |
| 40.08.999 | Maintenance Of Traffic | LS | | | | | | \$ | |
| 50.01 | Wayside signaling equipment | | | | | | | \$ | 10,648,263 |
| 50.01.010 | Train Controls (ATC) | Route Mile | \$ | 1,128,300 | \$ | 1,150,066 | 8.45 | \$ | 9,718,058 |
| 50.01.011 | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | | \$ | - |
| 50.01.020 | Wayside Protection System | Route Mile | \$ | 108,000 | \$ | 110,083 | 8.45 | \$ | 930,205 |
| 50.01.021 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 162,000 | \$ | 165,125 | | \$ | |
| 50.01.030 | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | \$ | |
| 50.05 | Communications | | | | | | | \$ | 1,653,698 |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | 8.45 | \$ | 1,653,698 |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | | \$ | |
| 60.02 | Traction power supply: Substations | | | | | | | \$ | 21,932,602 |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | \$ | 2,471,835 | 8.45 | \$ | 20,887,003 |
| 60.02.102 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | \$ | 12,103,061 | | \$ | - |
| 60.02.101 | Traction Power Supply- 4 Tracks | Route Mile | \$ | 3,881,250 | \$ | 3,956,123 | | \$ | |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | 1.00 | \$ | 786,815 |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | | \$ | , |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | Ś | 258,784 | 1.00 | \$ | 258,784 |
| 60.03 | Traction power distribution: Catenary and third rail | | Ť | 222,300 | | | 2.00 | \$ | 18,249,243 |
| 60.03.100 | Traction Power distribution. Cateriary and third rail | Route Mile | \$ | 2,118,800 | \$ | 2,159,674 | 8.45 | \$ | 18,249,243 |
| | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | 0.43 | \$ | 10,243,243 |
| 60.03.200 | | | | | | | | | |

| UNIT PRICE | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | FNO-BFD ubsection: WS1 |
|------------------------|---|--------------------------|----------------------------------|---------------------------------|------|------------------------------|
| | | | 2009) | 2010) | QTY | COST |
| 10.01 | Track structure: Viaduct | | | | | \$ 394,028,197 |
| 10.01.122 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | \$ 36,624,377 | | \$ - |
| 10.01.123 10.01.124 | Elevated Structure - 1 Track (30' Avg. Pier Ht) Elevated Structure - 1 Track (40' Avg. Pier Ht) | Route Mile | | \$ 46,158,636 | | \$ - |
| 10.01.124 | Elevated Structure - 1 Track (40 Avg. Pier Ht) Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile Route Mile | \$ 46,232,612 \$ 47,180,084 | \$ 47,124,486 \$ 48,090,235 | | \$ - |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 64,502,791 | \$ 65,747,114 | | \$ - |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 66,081,681 | \$ 67,356,463 | | \$ - |
| 10.01.222 | Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | 0.26 | \$ 11,515,217 |
| 10.01.223 | Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 52,578,482 | \$ 53,592,774 | 1.30 | \$ 69,680,756 |
| 10.01.224 | Elevated Structure - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 53,525,409 | \$ 54,557,967 | 1.57 | \$ 85,763,472 |
| 10.01.225 | Elevated Structure - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 54,473,243 | \$ 55,524,087 | 0.59 | \$ 32,599,369 |
| 10.01.226 10.01.227 | Elevated Structure - 2 Track (60' Avg. Pier Ht) Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile Route Mile | \$ 71,796,207 \$ 73,374,892 | \$ 73,181,228 \$ 74,790,367 | 1.14 | \$ 83,160,486 \$ - |
| 10.01.242 | Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 82,812,928 | \$ 84,410,473 | | \$ - |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 101,501,272 | \$ 103,459,333 | | \$ - |
| 10.01.244 | Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 103,395,885 | \$ 105,390,496 | | \$ - |
| 10.01.245 | Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile | \$ 105,253,245 | \$ 107,283,686 | | \$ - |
| 10.01.246 | Elevated Structure - 4 Track (60' Avg. Pier Ht) | Route Mile | \$ 141,642,485 | \$ 144,374,910 | | \$ - |
| 10.01.247 10.01.322 | Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile | \$ 144,884,105 | \$ 147,679,065 | | \$ - |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile Route Mile | \$ 39,541,927 \$ 49,862,619 | \$ 40,304,730 \$ 50,824,519 | | \$ - \$ - |
| 10.01.324 | Elevated Structure (LS) - 1 Track (30 Avg. Pier Ht) | Route Mile | \$ 50,914,824 | \$ 50,824,519 \$ 51,897,022 | | \$ - |
| 10.01.325 | Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 51,967,437 | \$ 52,969,941 | | \$ - |
| 10.01.326 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 62,798,549 | \$ 64,009,996 | | \$ - |
| 10.01.327 | Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 64,181,981 | \$ 65,420,116 | | \$ - |
| 10.01.422 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile | | \$ 48,614,611 | | \$ - |
| 10.01.423 | Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 58,014,969 | \$ 59,134,136 | | \$ - |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 59,067,487 | \$ 60,206,958 | | \$ - |
| 10.01.425 10.01.426 | Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 60,120,295 \$ 70,951,046 | \$ 61,280,076 | | \$ - \$ - |
| 10.01.427 | Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) | Route Mile Route Mile | \$ 70,951,046 \$ 72,334,586 | \$ 72,319,762 \$ 73,729,993 | | \$ - |
| 10.01.431 | Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | Route Mile | \$ 235,649,714 | \$ 240,195,634 | | Š - |
| 10.01.432 | Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) | Route Mile | \$ 239,350,822 | \$ 243,968,140 | | \$ - |
| 10.01.512 | Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 70,118,523 | \$ 71,471,180 | | \$ - |
| 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 74,724,468 | \$ 76,165,978 | | \$ - |
| 10.01.514 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | | \$ 77,576,437 | | \$ - |
| 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 77,528,913 | \$ 79,024,523 | | \$ - |
| 10.01.516 10.01.522 | Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile Route Mile | \$ 78,976,112 \$ 77,411,338 | \$ 80,499,641 \$ 78,904,680 | | \$ - |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 82,017,601 | \$ 83,599,803 | 0.25 | \$ 20,899,951 |
| 10.01.524 | Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 83,401,267 | \$ 85,010,162 | 0.23 | \$ - |
| 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 84,822,267 | \$ 86,458,574 | | \$ - |
| 10.01.526 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 86,267,477 | \$ 87,931,664 | | \$ - |
| 10.01.612 | Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 111,218,191 | \$ 113,363,701 | | \$ - |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 116,892,249 | \$ 119,147,218 | | \$ - |
| 10.01.614 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile Route Mile | \$ 119,418,218 \$ 121,907,137 | | | \$ - |
| 10.01.622 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 118,511,296 | | | \$ |
| 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | | \$ 126,581,112 | | \$ - |
| 10.01.624 | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 126,711,251 | \$ 129,155,638 | 0.70 | \$ 90,408,947 |
| 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 129,200,143 | \$ 131,692,544 | | \$ - |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 131,726,304 | \$ 134,267,437 | | \$ - |
| 10.01.700 | Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 126,282,645 | \$ 128,718,764 | | \$ - |
| 10.01.701 10.01.702 | Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 131,933,691 | \$ 134,478,825 | | \$ - |
| 10.01.702 | Elevated Structure - 2 Track w/ 2 Single Trenches | Route Mile Route Mile | \$ 134,449,679 \$ - | \$ 137,043,348 \$ - | | \$ - |
| 10.01.950 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile | | \$ 44,848,804 | | \$ |
| 10.01.951 | PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 58,000,000 | \$ 59,118,878 | | \$ - |
| 10.01.960 | Stream Crossings HST Structure Box Culverts | EA | | \$ 20,386 | | \$ - |
| 10.01.999 | Maintenance Of Traffic | LS | | | | \$ - |
| 10.02 | Track structure: Major/Movable bridge | | \$ - | | | \$ 681,897 |
| 10.02.013 | Bridge Structure - 3 span with 1 Track | Route Mile | \$ 47,326,516 | \$ 48,239,492 | 0.04 | \$ - |
| 10.02.023 10.02.043 | Bridge Structure - 3 span with 2 Track Bridge Structure - 3 span with 4 Track | Route Mile Route Mile | \$ 66,899,099 \$ 100,045,360 | \$ 68,189,650 \$ 101,975,335 | 0.01 | \$ 681,897 |
| 10.02.044a | Bridge Structure - 2 Track Steel Truss Bridges | Route Mile | \$ 100,043,360 | \$ 12,077,578 | | s · |
| 10.02.045a | Bridge Structure - SJVR Spur - Trench Cover | EA | \$ - | \$ 1,564,672 | | \$ |
| 10.02.046a | Bridge Structure - SJVR Spur - Rail Bridge | EA | \$ - | \$ 1,289,565 | | \$ |
| 10.02.047a | Bridge Structure - Dry Creek Canal Water bridge | EA | \$ - | \$ 3,283,677 | | \$ |
| 10.02.999 | Maintenance Of Traffic | LS | | | | \$ |
| 10.05 10.05.111 | Track structure: Cut and Fill (> 4' height/depth) At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) | Route Mile | \$ 1,919,183 | \$ 1,956,206 | | \$ 34,530,076 |
| 10.05.111 | At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,040,609 | \$ 3,099,266 | | \$ |
| 10.05.113 | At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) | Route Mile | \$ 4,437,362 | \$ 4,522,964 | | \$ |
| 10.05.114 | At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 6,095,891 | \$ 6,213,487 | | \$ |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 2,527,904 | \$ 2,576,670 | | \$ |
| 10.05.122 | At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,873,994 | \$ 3,948,727 | | \$ |
| 10.05.123 | At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | \$ 5,488,286 | \$ 5,594,161 | | \$ - |
| 10.05.124 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 7,375,140 | \$ 7,517,413 | | \$ |
| 10.05.126 | At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 17,706,798 \$ 32,673,082 | \$ 18,048,380 \$ 33,303,379 | | \$ |
| 10.05.128 | At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile | | | | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD absection: WS1 |
|------------------------|---|--------------------------|----------------------------------|----------------------------------|-------|-----------------------------|
| | | | 2009) | 2010) | QTY | соѕт |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ 77,047,580 | \$ 78,533,905 | | \$ - |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | \$ 3,555,979 | \$ 3,624,578 | | \$ - |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ 5,002,163 | \$ 5,098,660 | | \$ - |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,255,789 | \$ 1,280,015 | | \$ - |
| 10.05.212 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,824,123 | \$ 1,859,312 | | \$ - |
| 10.05.213 10.05.214 | At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile | \$ 2,574,079 | \$ 2,623,735 | | \$ - \$ - |
| 10.05.21 | At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) | Route Mile Route Mile | \$ 3,508,477 \$ 1,804,472 | \$ 3,576,159 \$ 1,839,282 | | \$ - |
| 10.05.222 | At-Grade Track-bed in Fill - 2 Track (10' Avg. Fill Ht) | Route Mile | \$ 2,514,964 | \$ 2,563,480 | 13.47 | \$ 34,530,076 |
| 10.05.223 | At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile | \$ 3,420,413 | \$ 3,486,396 | 15.47 | \$ - |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ 4,498,944 | \$ 4,585,733 | | \$ - |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ 10,874,062 | \$ 11,083,833 | | \$ - |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ 20,392,304 | \$ 20,785,692 | | \$ - |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ 33,180,092 | \$ 33,820,169 | | \$ - |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ 48,985,268 | \$ 49,930,243 | | \$ - |
| 10.05.241 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ 2,473,684 | \$ 2,521,404 | | \$ - |
| 10.05.261 | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,162,050 | \$ 3,223,050 | | \$ - |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ 5,441,105 | \$ 5,546,070 | | \$ |
| 10.05.999 | Maintenance Of Traffic | LS | | | | \$ - |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | Daniel Call | 6 4 200 200 | 6 4 202 711 | | \$ - |
| 10.06.210 10.06.220 | At-Grade Track-bed with Closed Drainage - 1 Track At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | \$ 1,366,385 | \$ 1,392,744 | | \$ - |
| 10.06.220 | At-Grade Track-bed with Closed Drainage - 2 Track At-Grade Track-bed with Closed Drainage - 3 Track | Route Mile | \$ 2,168,933 \$ 2,660,843 | \$ 2,210,773 | | \$ - \$ - |
| 10.06.240 | At-Grade Track-bed with Closed Drainage - 3 Track At-Grade Track-bed with Closed Drainage - 4 Track | Route Mile Route Mile | \$ 2,660,843 \$ 3,039,420 | \$ 2,712,173 \$ 3,098,053 | | \$ - |
| 10.06.999 | Maintenance Of Traffic | LS | 3,033,420 | 3,030,033 | | \$ - |
| 10.07 | Track structure: Tunnel | | | | | \$ - |
| 10.07.101 | TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ 121,440,000 | \$ 123,782,700 | | \$ - |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ 179,520,000 | \$ 182,983,121 | | \$ - |
| 10.07.103 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ 158,400,000 | \$ 161,455,695 | | \$ - |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | \$ 300,960,000 | \$ 306,765,821 | | \$ - |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | \$ 227,040,000 | \$ 231,419,830 | | \$ - |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ 205,920,000 | \$ 209,892,404 | | \$ - |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ 464,640,000 | \$ 473,603,373 | | \$ - |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | \$ 147,840,000 | \$ 150,691,982 | | \$ - |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ 364,320,000 | \$ 371,348,099 | | \$ - |
| 10.07.205 | D&B Double Track Tunnel 50ft ID in hard rock (competent) | Route Mile | \$ 232,320,000 | \$ 236,801,686 | | \$ - |
| 10.07.206 | D&B Double Track Tunnel 50ft ID in rock (poor) SEM Single Track Twin Tunnel 30ft ID in seft ground (competent) | Route Mile | \$ 485,760,000 | \$ 495,130,799 | | \$ - |
| 10.07.301 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ 374,880,000 | \$ 382,111,812 | | \$ - |
| 10.07.303 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ 454,080,000 \$ 269,280,000 | \$ 462,839,659 \$ 274,474,682 | | \$ - |
| 10.07.304 | SEM Double Track Tunnel 40ft ID in soft ground (poor) | Route Mile Route Mile | \$ 269,280,000 \$ 306,240,000 | \$ 274,474,682 \$ 312,147,677 | | \$ - |
| 10.07.305 | SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | \$ 396,000,000 | \$ 403,639,238 | | \$ - |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (poor) | Route Mile | \$ 448,800,000 | \$ 457,457,803 | | \$ - |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile | \$ 237,600,000 | \$ 242,183,543 | | \$ - |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ 274,560,000 | \$ 279,856,538 | | \$ - |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ 179,520,000 | | | \$ - |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ 248,160,000 | \$ 252,947,256 | | \$ - |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) | Route Mile | \$ 290,400,000 | \$ 296,002,108 | | \$ - |
| 10.07.406 | RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ 401,280,000 | \$ 409,021,094 | | \$ - |
| 10.07.207 | D&B Cross Passage conservative cost in rock | Linear Feet | \$ 28,000 | \$ 28,540 | | \$ - |
| 10.07.407 | RH Cross Passage conservative cost in soft rock | Linear Feet | \$ 25,000 | \$ 25,482 | | \$ - |
| 10.07.501 | Cross Passage in Soft Ground (competent) | Linear Feet | \$ 33,000 | \$ 33,637 | | \$ - |
| 10.07.502 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ 84,000 | \$ 85,620 | | \$ - |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 90,688,401 | \$ 92,437,871 | | \$ - |
| 10.07.115 10.07.116 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 107,082,440 | \$ 109,148,168 | | \$ - |
| 10.07.116 | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 135,385,066 \$ 141,194,360 | \$ 137,996,780 \$ 143,918,141 | | \$ - |
| 10.07.215 | Cut & Cover Box - 2 Track / 1 Box (40 Avg. Exc Depth) | Route Mile Route Mile | \$ 141,194,360 | \$ 143,918,141 \$ 167,016,929 | | \$ - |
| 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 163,855,983 | \$ 167,016,929 | | \$ - |
| 10.07.224 | Cut & Cover Box - 2 Track/ 2 Box (40' Avg. Exc Depth) | Route Mile | \$ 189,027,415 | \$ 192,673,943 | | \$ |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile | \$ 221,996,334 | \$ 226,278,866 | | \$ |
| 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | \$ 278,841,077 | \$ 284,220,202 | | \$ - |
| 10.07.414 | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 206,677,660 | \$ 210,664,680 | | \$ - |
| 10.07.415 | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 237,737,305 | \$ 242,323,497 | | \$ - |
| 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 291,302,754 | \$ 296,922,277 | | \$ - |
| 10.07.526a | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile | \$ - | \$ 434,924,098 | | \$ - |
| 10.07.801 | Ventilation Shaft | VF | \$ 13,627 | \$ 13,890 | | \$ - |
| 10.07.802 | Mid-Line Ventilation Structure | LS | \$ 8,742,980 | \$ 8,911,641 | | \$ - |
| 10.07.803 | Tunnel Portal Structure | LS | \$ 8,089,108 | \$ 8,245,155 | | \$ |
| 10.07.805 | Emergency Access Shaft | VF | \$ 22,520 | \$ 22,954 | | \$ - |
| 10.07.850 | Pumping Station Mechanical & Electrical Allowance for Underground (Single) | EA Doute Mile | \$ 212,310 | \$ 216,405 | | \$ - |
| 10.07.901 10.07.902 | Mechanical & Electrical Allowance for Underground (Single) Mechanical & Electrical Allowance for Underground (Double) | Route Mile | \$ 7,354,997 | \$ 7,496,882 | | \$ - |
| 10.07.902 | Ventilation Equipment Allowance | Route Mile EA | \$ 14,710,177 \$ 2,211,105 | \$ 14,993,951 \$ 2,253,759 | | \$. |
| 10.07.922 | Double Deck - 2 Track Trench on Top of 2 Track C&C Box | Route Mile | \$ 2,211,103 | \$ 2,255,759 | | \$ |
| 10.07.950 | Allowance for Construction Monitoring | Route Mile | \$ 210,906,243 | \$ 214,974,836 | | \$ - |
| 10.08 | Track structure: Retaining walls and systems | Mode wille | 7 143,333 | y 140,734 | | \$ 46,783,577 |
| 10.08.211 | Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 25,829,576 | \$ 26,327,855 | | \$ - |
| 10.08.212 | Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 67,586,123 | | | \$ - |
| 10.08.213 | Retained Cut, Trench - 1 Track (30' Avg. Exc Depth) | Route Mile | \$ 127,460,002 | | | \$. |
| | · | Route Mile | \$ 37,405,180 | | | \$ |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: WS1 |
|------------------------|---|--------------------------|----------------------------------|----------------------------------|-------|----------------------------|
| | | | 2009) | 2010) | QTY | соѕт |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,868 | \$ 93,174,275 | | \$ - |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | \$ 163,304,293 | \$ 166,454,597 | | \$ - |
| 10.08.224 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | | \$ 297,368,910 | | \$ - |
| 10.08.241 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | Route Mile | \$ 47,685,463 | | | \$ - |
| 10.08.242 10.08.243 | Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) | Route Mile | | \$ 113,525,265 | | \$ - |
| 10.08.344 | Retained Cut, Trench - 4 Track (50 Avg. Exc Depth) Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile Route Mile | \$ 192,038,567 \$ 295,374,114 | \$ 195,743,184 \$ 301,072,178 | | \$ - \$ - |
| 10.08.346 | Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile | \$ 356,356,513 | \$ 363,230,988 | | \$ - |
| 10.08.411 | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 8,667,052 | \$ 8,834,248 | | \$ - |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 24,952,856 | \$ 25,434,222 | | \$ - |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 43,794,002 | \$ 44,638,832 | | \$ - |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,335,195 | \$ 9,515,280 | | \$ - |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,915,008 | \$ 26,414,935 | 0.78 | \$ 20,603,649 |
| 10.08.423 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 45,060,437 | \$ 45,929,698 | 0.57 | \$ 26,179,928 |
| 10.08.432 | Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,723,268 | | | \$ - |
| 10.08.441 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (10' Avg. Wall Ht) Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 9,573,053 | \$ 9,757,727 | | \$ - |
| 10.08.461 | Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile Route Mile | \$ 26,163,983 \$ 9,858,094 | \$ 26,668,712 \$ 10,048,266 | | \$ - \$ - |
| 10.08.999 | Maintenance Of Traffic | LS | 3 5,636,034 | \$ 10,048,266 | | \$ - |
| 10.09 | Track new construction: Conventional ballasted | LS | \$ - | | | \$ 37,408,678 |
| 10.09.110 | Ballasted Track - 1 Track | Route Mile | \$ 1,820,565 | \$ 1,855,686 | | \$ - |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | \$ 1,221,280 | \$ 1,244,839 | | \$ - |
| 10.09.120 | Ballasted Track - 2 Track | Route Mile | \$ 3,416,549 | \$ 3,482,458 | | \$ - |
| 10.09.122 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile | \$ 2,423,901 | \$ 2,470,660 | 14.82 | \$ 36,615,187 |
| 10.09.240 | Ballasted Track - 2 Track (Station Track) | Route Mile | \$ 7,244,923 | \$ 7,384,685 | | \$ - |
| 10.09.132 | Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | \$ 3,580,069 | \$ 3,649,132 | | \$ - |
| 10.09.142 | Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ 4,521,614 | \$ 4,608,840 | | \$ - |
| 10.09.162 | Ballasted Track (Track Laying Machine) - 6 Track | Route Mile | \$ 6,782,421 | \$ 6,913,261 | | \$ - |
| 10.09.810 10.09.820 | Ballasted Freight Track - 1 Track Ballasted Freight Track - 2 Track | Route Mile | \$ 1,554,241 | \$ 1,584,224 | | \$ - |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile | \$ 3,089,739 | \$ 3,149,343 | | \$ - |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile Route Mile | \$ 4,645,413 \$ 91,367 | \$ 4,735,027 \$ 93,129 | | \$ - \$ - |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ 162,843 | \$ 165,985 | 2.97 | \$ 492,974 |
| 10.09.922 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile | \$ 325,778 | \$ 332,063 | 0.29 | \$ 96,298 |
| 10.09.923 | Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ 488,667 | \$ 498,094 | 0.41 | \$ 204,219 |
| 10.09.924 | Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ 651,556 | \$ 664,125 | | \$ - |
| 10.10 | Track new construction: Non-ballasted | | \$ - | | | \$ 21,501,160 |
| 10.10.110 | Direct Fixation Track - 1 Track | Route Mile | | \$ 1,847,462 | | \$ - |
| 10.10.120 | Direct Fixation Track - 2 Track | Route Mile | \$ 3,624,438 | | 5.82 | \$ 21,501,160 |
| 10.10.140 | Direct Fixation Track - 4 Track | Route Mile | \$ 7,293,868 | \$ 7,434,574 | | \$ - |
| 10.10.210 10.10.220 | Independent Dual Block Track - 1 Track Independent Dual Block Track - 2 Track | Route Mile Route Mile | \$ 3,338,726 \$ 6,676,744 | \$ 3,403,134 \$ 6,805,545 | | \$ - \$ - |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile | \$ 13,353,468 | \$ 13,611,070 | | \$ - |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | House Mile | \$ - | 13,011,070 | | \$ 6,155,938 |
| 10.14.100 | Direct Fixation Turnout (60 MPH) | EA | \$ 477,018 | \$ 486,221 | | \$ - |
| 10.14.105 | Direct Fixation Turnout (80 MPH) | EA | \$ 630,650 | \$ 642,816 | | \$ - |
| 10.14.110 | Direct Fixation Turnout (110 MPH) | EA | \$ 887,327 | \$ 904,444 | | \$ - |
| 10.14.115 | Direct Fixation Turnout (150 MPH) | EA | \$ 1,220,877 | | | \$ - |
| 10.14.130 | Direct Fixation Crossover (60 MPH) | EA | \$ 879,265 | | | \$ - |
| 10.14.135 10.14.140 | Direct Fixation Crossover (80 MPH) Direct Fixation Crossover (110 MPH) | EA | \$ 1,188,515 | | 2.00 | \$ - |
| 10.14.145 | Direct Fixation Crossover (170 MPH) | EA EA | \$ 1,647,309 \$ 2,254,990 | \$ 1,679,087 \$ 2,298,491 | 2.00 | \$ 3,358,174 \$ - |
| 10.14.199 | Ballasted Turnout (25 MPH) | EA | \$ 130,500 | \$ 133,017 | | \$ - |
| 10.14.200 | Ballasted Turnout (60 MPH) | EA | \$ 396,172 | \$ 403,814 | | \$ - |
| 10.14.205 | Ballasted Turnout (80 MPH) | EA | \$ 533,623 | | | \$ - |
| 10.14.210 | Ballasted Turnout (110 MPH) | EA | \$ 739,770 | \$ 754,041 | | \$ - |
| 10.14.215 | Ballasted Turnout (150 MPH) | EA | \$ 1,012,686 | \$ 1,032,221 | | \$ - |
| 10.14.300 | Ballasted Crossover (60 MPH) | EA | \$ 731,709 | | | \$ - |
| 10.14.305 | Ballasted Crossover (80 MPH) | EA | \$ 986,399 | . , , | | \$ - |
| 10.14.310 | Ballasted Crossover (110 MPH) | EA | \$ 1,372,407 | \$ 1,398,882 | 2.00 | \$ 2,797,764 |
| 10.14.315 10.14.400 | Ballasted Crossover (150 MPH) Terminal - Bumping Post | EA EA | \$ 1,877,814 \$ 27,763 | | | \$ - \$ - |
| 20.01 | Station buildings: Intercity passenger rail only | EA | \$ 27,763 | \$ 28,299 | | \$ - |
| 20.01.100 | Anaheim Station | LS | \$ 94,508,725 | \$ 96,331,893 | | \$ - |
| 20.01.105 | Millbrae Station | LS | \$ 24,939,819 | | | \$ - |
| 20.01.105 | Millbrae Station - Site Elements | LS | \$ 24,939,819 | | | \$ - |
| 20.01.110 | LA Union Station | LS | \$ 193,627,800 | \$ 197,363,075 | | \$ - |
| 20.02.200 | Redwood/Palo Alto Station | LS | \$ 51,451,014 | | | \$ - |
| 20.02.201 | Redwood/Palo Alto Station - Site Elements | LS | \$ 6,667,755 | | | \$ - |
| 20.02.205 | Norwalk Station | LS | \$ 46,561,775 | | | \$ - |
| 20.02.206 20.02.210 | Norwalk Station - Site Elements Tulare Station | LS | \$ 18,939,701 | | | \$ - |
| 20.02.210 | Tulare Station Tulare Station - Site Elements | LS | \$ 55,108,000 | | | \$ - |
| 20.02.211 | Gilroy Station | LS LS | \$ 19,174,756 \$ 68,723,791 | \$ 19,544,656 \$ 70,049,542 | | \$ - \$ - |
| 20.02.215 | Gilroy Station - Site Elements | LS | \$ 9,586,063 | | | \$ - |
| 20.02.220 | Burbank Station | LS | \$ 61,155,850 | | | \$ - |
| 20.02.221 | Burbank Station - Site Elements | LS | \$ 13,393,012 | | | \$ - |
| 20.02.225 | San Jose Station | LS | \$ 70,224,925 | | | \$ - |
| 20.02.226 | San Jose Station-Site Elements | LS | \$ 11,447,016 | | | \$ - |
| 20.02.230 | Merced Station | LS | \$ 65,035,950 | | | \$ - |
| 20.02.231 | Merced Station - Site Elements | | \$ 18,942,953 | \$ 19,308,382 | | \$ - |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRIC | er (3rd Quarter | | FNO-BFI Subsection WS1 | |
|---|---|--------------------------|--------------------------|----------------------------------|-------------------|------------------------------|-----------|
| | | | 2009) | 2010) | QTY | | COST |
| 20.02.235 | Fresno Station | LS | \$ 65,863, | | | \$ | |
| 20.02.236 20.02.240 | Fresno Station - Site Elements Bakersfield Station | LS | \$ 9,639, | | | \$ | |
| 20.02.241 | Bakersfield Station - Site Elements | LS LS | \$ 67,643, \$ 12,084, | | | \$ | |
| 20.02.245 | Palmdale Station | LS | \$ 68,151, | | | Ś | |
| 20.02.246 | Palmdale Station - Site Elements | LS | \$ 16,760, | | | \$ | |
| 20.02.250 | Sylmar Station | LS | \$ 68,151, | | 93 | \$ | |
| 20.02.251 | Sylmar Station - Site Elements | LS | \$ 20,560, | | | \$ | |
| 20.02.300 | At-Grade Station Pedestrian / bike access and accommodation, landscaping, parking lots | LS | \$ | - \$ 68,000,0 | 00 | \$ | |
| 20.06.120 | Pedestrian Access (Cut & Cover) | LF | \$ 18, | 340 \$ 18,6 | 94 | \$ | |
| 20.06.140 | Pedestrian Plaza | SF | \$ | | 34 | \$ | |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | \$ 287, | 837 \$ 293,3 | 89 | \$ | |
| 20.06.210 | Parking - At Grade | STL | | 330 \$ 3,3 | | \$ | |
| 20.06.250 | Parking - Structured (Above Grade) | STL | 1 | 812 \$ 22,2 | | \$ | |
| 20.06.800 20.06.810 | Landscaping Allowance Landscaping Allowance, Guideway | SF Route Mile | \$ \$ 175, | 3 \$ 476 \$ 178,8 | 3 | \$ | |
| 20.07 | Automobile, bus, van accessways including roads | Route Wille | \$ 173, | 470 \$ 178,8 | 01 | ۶ | |
| 30.02 | Light maintenance facility | | | | | \$ | |
| 30.02.010 | Light Maintenance Facility (LMF) | EA | \$ 105,006, | 028 \$ 107,031,7 | 00 | \$ | |
| 30.03 | Heavy maintenance facility | | | | | \$ | |
| 30.03.010 | Heavy Maintenance Facility (HMF) | EA | \$ 223,630, | 679 \$ 227,944,7 | 40 | \$ | |
| 30.04 30.04.010 | Storage or maintenance-of-way building/bases Maintenance of Way Facility (MOWF) | EA | \$ 11,711, | 592 \$ 11,937,5 | 21 | \$ | |
| 30.05 | Yard and yard track | | 3 11,711, | 332 3 11,337,3 | 21 | \$ | |
| 30.05.110 | Ballasted Track - Yard Track | Route Mile | \$ 1,686, | 767 \$ 1,719,3 | 06 | \$ | |
| 30.05.200 | Ballasted Turnout, No. 15 | EA | \$ 404, | 233 \$ 412,0 | 31 | \$ | |
| 30.05.210 | Ballasted Diamond Crossover, No. 15 | EA | | 336 \$ 585,4 | | \$ | |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | TF | \$ 1, | 283 \$ 1,3 | 08 | \$ | |
| 40.01 40.01.010 | Demolition, clearing, site preparation Demolition Allowance, Bridge | C.F. | ć | 26 ¢ | 27 | \$ | 1,501,35 |
| 40.01.050 | Demolition Allowance, Building (1 Story) | SF SF | \$ | | 27 14 | \$ | |
| 40.01.060 | Demolition Allowance, Building (2 Story) | SF | \$ | | 28 | \$ | |
| 40.01.110 | Demolition Allowance, Asphalt Pavement | SY | \$ | | 57 25,892.00 | \$ | 1,475,44 |
| 40.01.140 | Demolition Allowance, Concrete Curb | LF | \$ | | 13 | \$ | |
| 40.01.150 | Demolition Allowance, Concrete Sidewalk | SY | \$ | | 42 | \$ | |
| 40.01.810 40.01.900 | Demolition Allowance, Remove Railroad Track Miscellanous Excavation & Support Items | Route Mile | \$ 169, \$ 2, | | | \$ | 25,90 |
| 40.01.999 | Maintenance Of Traffic | LS LS | \$ 2, | 224 \$ 2,2 | 67 | \$ | |
| 40.02 | Site utilities, utility relocation | | | | | \$ | 9,039,95 |
| 40.02.001 | Utility Relocation Allowance, Level 1 | Route Mile | \$ 1,099, | 949 \$ 1,121,1 | 69 | \$ | |
| 40.02.002 | Utility Relocation Allowance, Level 2 | Route Mile | \$ 1,978, | | | \$ | |
| 40.02.003 | Utility Relocation Allowance, Level 3 | Route Mile | \$ 3,267, | | | \$ | |
| 40.02.004 40.02.005 | Utility Relocation Allowance, Level 4 Utility Relocation Allowance, Level 5 | Route Mile Route Mile | \$ 3,906, \$ 4,927, | | | \$ | 9,039,9 |
| 40.02.060 | Major Utility Relocation, Aerial Transmission Line | EA | \$ 4,927, | | | \$ | 5,035,5 |
| 40.02.050 | Site Utility Allowance | Route Mile | | 257 \$ 1,692,2 | | \$ | |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatment | ents | \$ | - | | \$ | 501,8 |
| 40.03.100 | Hazardous Material Removal Allowance, Light | Route Mile | | 246 \$ 191,8 | | \$ | |
| 40.03.105 40.03.110 | Hazardous Material Removal Allowance, Medium Hazardous Material Removal Allowance, Heavy | Route Mile | | 152 \$ 377,2 | | \$ | 501,80 |
| 40.03.110 | Removal of Contaminated Soil | Route Mile CF | \$ 555, \$ | 734 \$ 566,4 13 \$ | 14 | \$ | |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | ų. | \$ | - 3% | | \$ | 21,679,33 |
| 40.04.100 | Environmental Mitigation Allowance, Light | Route Mile | \$ 583, | 755 \$ 595,0 | 16 | \$ | |
| 40.04.105 | Environmental Mitigation Allowance, Medium | Route Mile | \$ 1,634, | | | \$ | |
| 40.04.110 | Environmental Mitigation Allowance, Heavy | Route Mile | \$ 2,743, | 574 \$ 2,796,5 | 00 | \$ | 122 104 5 |
| 40.05 40.05.012 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) | LF | \$ 3, | 029 \$ 3,0 | 88 | \$ | 122,184,5 |
| 40.05.020 | Retaining Wall - 1 Wall (20' Avg. Height) | LF LF | | 944 \$ 4,0 | | \$ | |
| 40.05.030 | Retaining Wall - 1 Wall (30' Avg. Height) | LF | 1 | 392 \$ 5,4 | | \$ | |
| 40.05.111 | Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | LF | \$ | 804 \$ 8 | 20 | \$ | |
| 40.05.112 | Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | LF | 1 | 551 \$ 1,5 | | \$ | 118,853,7 |
| 40.05.120 40.05.211 | Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) | LF | | 308 \$ 1,3 | | \$ | |
| 40.05.211 | Sound Wall - 1 Wall (6' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) | LF LF | \$ | | 09 00 8,327.00 | \$ \$ | 2 220 0 |
| 40.05.310 | Intrusion Protection Berm | LF LF | | | 00 8,327.00 39 | \$ | 3,330,8 |
| 40.05.400 | Canal Realignments (10' X 8' Trench) | LF | \$ | | 13 | \$ | |
| 40.05.401 | Canal Realignments (65' X 10' Trench) | LF | \$ | - \$ 3,2 | | \$ | |
| 40.05.999 | Maintenance Of Traffic | LS | | | | \$ | |
| 40.06 | Temporary facilities and other indirect costs during construction | | | 4% | | \$ | 28,905,7 |
| 40.07 | Purchase or lease of real estate | Acre | | | | \$ | 38,329,4 |
| 40.08 | Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | EA | | \$ 3,577,7 | 04 | \$ | 48,326,7 |
| 40.08.1458 | Roadway Undercrossing HSR - SR 43 on H alignment | EA | | \$ 3,577,7 | | \$ | |
| 40.08.145a 40.08.146a | | EA | | \$ 972,5 | | \$ | |
| | Roadway Undercrossing HSR - Private Road on H Alignment | EA | | | | | |
| 40.08.146a 40.08.147a 40.08.322 | Roadway Undercrossing HSR - Private Road on H Alignment Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks | EA | \$ 3,968, | 660 \$ 4,045,2 | 19 | \$ | |
| 40.08.146a 40.08.147a 40.08.322 40.08.324 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | | \$ 4,632, | 802 \$ 4,722,1 | 73 | \$ | |
| 40.08.146a 40.08.147a 40.08.322 40.08.324 40.08.326 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 6 lane retained fill roadway over 2 tracks | EA EA EA | | 802 \$ 4,722,1 429 \$ 5,449,5 | 73 67 | \$ | |
| 40.08.146a 40.08.147a 40.08.322 40.08.324 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | EA EA | \$ 4,632, | 802 \$ 4,722,1 | 73 67 63 | \$ | |

| UNIT PRICE | DESCRIPTION | UNIT | | UNIT PRICE (3rd Quarter | (3rd | IT PRICE Quarter | | FNO-BFD Subsection: WS1 | |
|------------|---|------------|----|----------------------------|------|-----------------------|--------------|-------------------------------|------------|
| ELEMENT | | | | 2009) | 2 | 2010) | QTY | | COST |
| | Pedstrain Overcrossing | EA | | | \$ | 2,100,000 | | \$ | - |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | | \$ | - |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | | \$ | - |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | \$ | - |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | \$ | - |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | \$ | - |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | \$ | - |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ | 5,362,896 | | \$ | - |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | \$ | - |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ | 723,886 | | \$ | - |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | | | \$ | 5,805,298 | 2.00 | \$ | 11,610,596 |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | | \$ | - |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | \$ | 4,089,716 | | \$ | - |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | _ | \$ | 15,000,000 | | s | _ |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | _ | Ś | 25,987,089 | | Ś | _ |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | \$ | 5,615,692 | | Ś | _ |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | EA | \$ | 5,341,703 | \$ | 5,444,750 | | Ś | - |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | \$ | 6,516,967 | \$ | 6,642,686 | | \$ | - |
| 40.08.144 | Roadway Undercrossing HSR - 4 lane roadway under 4 tracks | | \$ | | \$ | | | \$ | - |
| 40.08.510 | | EA | | 7,129,564 | | 7,267,100 | 2 024 466 00 | | 25.006.242 |
| 40.08.510 | Roadway Modification, New AC Paving | SF | \$ | 17 | \$ | 18 | 2,031,466.00 | \$ | 35,996,312 |
| | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | SF | \$ | 21 | \$ | 21 | | \$ | |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | Route Mile | \$ | 549,929 | \$ | 560,538 | 0.99 | \$ | 557,035 |
| 40.08.540 | Access Road Entrance Point | EA | \$ | 31,937 | \$ | 32,553 | 5.00 | \$ | 162,763 |
| 40.08.550 | Streetscaping Allowance | ESF | \$ | 343 | \$ | 350 | | \$ | - |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert | EA | \$ | - | \$ | 20,000 | | \$ | - |
| 40.08.999 | Maintenance Of Traffic | LS | | | | | | \$ | - |
| 50.01 | Wayside signaling equipment | | | | | | | \$ | 25,996,884 |
| 50.01.010 | Train Controls (ATC) | Route Mile | \$ | 1,128,300 | \$ | 1,150,066 | 20.63 | \$ | 23,725,862 |
| 50.01.011 | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | | \$ | - |
| 50.01.020 | Wayside Protection System | Route Mile | \$ | 108,000 | \$ | 110,083 | 20.63 | \$ | 2,271,021 |
| 50.01.021 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 162,000 | \$ | 165,125 | | \$ | - |
| 50.01.030 | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | \$ | - |
| 50.05 | Communications | | | | | | | \$ | 4,037,371 |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | 20.63 | \$ | 4,037,371 |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | | \$ | - |
| 60.02 | Traction power supply: Substations | | | | | | | \$ | 52,596,056 |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | \$ | 2,471,835 | 20.63 | \$ | 50,993,950 |
| 60.02.102 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | \$ | 12,103,061 | | \$ | - |
| 60.02.101 | Traction Power Supply- 4 Tracks | Route Mile | \$ | 3,881,250 | \$ | 3,956,123 | | \$ | - |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | 1.00 | \$ | 786,815 |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | 1.00 | \$ | 297,723 |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | \$ | 258,784 | 2.00 | \$ | 517,567 |
| 60.03 | Traction power distribution: Catenary and third rail | | | | | | | \$ | 44,554,070 |
| 60.03.100 | Traction Power Distribution | Route Mile | \$ | 2,118,800 | \$ | 2,159,674 | 20.63 | \$ | 44,554,070 |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | | \$ | - |
| 60.03.100 | Traction Power Distribution- 4 Tracks | Route Mile | Ś | 3,178,200 | Ś | 3,239,511 | | Ś | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | FNO-BFI ubsectio WS2 | |
|------------------------|--|--------------------------|--------------------------------|--------------------------------|------|----------------------------|------------|
| | | | 2009) | 2010) | QTY | | COST |
| 10.01 | Track structure: Viaduct | | | | | \$ | 154,256,77 |
| 10.01.122 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | \$ 36,624,377 | | \$ | |
| 10.01.123 | Elevated Structure - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 45,285,042 | \$ 46,158,636 | | \$ | |
| 10.01.124 | Elevated Structure - 1 Track (40' Avg. Pier Ht) | Route Mile | | \$ 47,124,486 | | \$ | |
| 10.01.125 | Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 47,180,084 | \$ 48,090,235 | | \$ | |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 64,502,791 | \$ 65,747,114 | | \$ | |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 66,081,681 | \$ 67,356,463 | | \$ | |
| 10.01.222 | Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | 0.18 | \$ | 7,927,1 |
| 10.01.223 | Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 52,578,482 | \$ 53,592,774 | 0.40 | \$ | 21,315,3 |
| 10.01.224 | Elevated Structure - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 53,525,409 | \$ 54,557,967 | 0.38 | \$ | 20,665,8 |
| 10.01.225 10.01.226 | Elevated Structure - 2 Track (50' Avg. Pier Ht) Elevated Structure - 2 Track (60' Avg. Pier Ht) | Route Mile | | \$ 55,524,087 | 0.27 | \$ | 15,248,0 |
| 10.01.227 | Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 71,796,207 \$ 73,374,892 | \$ 73,181,228 \$ 74,790,367 | 0.91 | \$ | 66,528,3 |
| 10.01.242 | Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile Route Mile | \$ 73,374,892 \$ 82,812,928 | \$ 74,790,367 \$ 84,410,473 | | \$ | |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 101,501,272 | \$ 103,459,333 | | \$ | |
| 10.01.244 | Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 103,395,885 | \$ 105,390,496 | | \$ | |
| 10.01.245 | Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile | \$ 105,253,245 | \$ 107,283,686 | | \$ | |
| 10.01.246 | Elevated Structure - 4 Track (60' Avg. Pier Ht) | Route Mile | | \$ 144,374,910 | | \$ | |
| 10.01.247 | Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile | \$ 144,884,105 | \$ 147,679,065 | | Ś | |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 39,541,927 | \$ 40,304,730 | | \$ | |
| 10.01.323 | Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile | | \$ 50,824,519 | | \$ | |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 50,914,824 | \$ 51,897,022 | | \$ | |
| 10.01.325 | Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 51,967,437 | \$ 52,969,941 | | \$ | |
| 10.01.326 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 62,798,549 | \$ 64,009,996 | | \$ | |
| 10.01.327 | Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 64,181,981 | \$ 65,420,116 | | \$ | |
| 10.01.422 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 47,694,536 | \$ 48,614,611 | | \$ | |
| 10.01.423 | Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 58,014,969 | \$ 59,134,136 | | Ś | |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile | | \$ 60,206,958 | | Ś | |
| 10.01.425 | Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 60,120,295 | \$ 61,280,076 | | Ś | |
| 10.01.426 | Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 70,951,046 | \$ 72,319,762 | | \$ | |
| 10.01.427 | Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) | Route Mile | | \$ 73,729,993 | | \$ | |
| 10.01.431 | Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | Route Mile | \$ 235,649,714 | \$ 240,195,634 | | \$ | |
| 10.01.432 | Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) | Route Mile | \$ 239,350,822 | \$ 243,968,140 | | \$ | |
| 10.01.512 | Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | | \$ 71,471,180 | | \$ | |
| 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 74,724,468 | \$ 76,165,978 | | \$ | |
| 10.01.514 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | | \$ 77,576,437 | | \$ | |
| 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 77,528,913 | \$ 79,024,523 | | \$ | |
| 10.01.516 | Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) | Route Mile | | \$ 80,499,641 | | \$ | |
| 10.01.522 | Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 77,411,338 | \$ 78,904,680 | | \$ | |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 82,017,601 | \$ 83,599,803 | 0.27 | \$ | 22,571,9 |
| 10.01.524 | Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 83,401,267 | \$ 85,010,162 | | \$ | |
| 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 84,822,267 | \$ 86,458,574 | | \$ | |
| 10.01.526 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 86,267,477 | \$ 87,931,664 | | \$ | |
| 10.01.612 | Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 111,218,191 | \$ 113,363,701 | | \$ | |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 116,892,249 | \$ 119,147,218 | | \$ | |
| 10.01.614 | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | | \$ 121,721,915 | | \$ | |
| 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | | \$ 124,258,848 | | \$ | |
| 10.01.622 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 118,511,296 | | | \$ | |
| 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | | \$ 126,581,112 | | \$ | |
| 10.01.624 | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 126,711,251 | \$ 129,155,638 | | \$ | |
| 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | | \$ 131,692,544 | | \$ | |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 131,726,304 | \$ 134,267,437 | | \$ | |
| 10.01.700 | Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) | Route Mile | | \$ 128,718,764 | | \$ | |
| 10.01.701 10.01.702 | Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) | Route Mile | | \$ 134,478,825 | | \$ | |
| 10.01.702 | Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) Elevated Structure - 2 Track w/ 2 Single Trenches | Route Mile | | \$ 137,043,348 \$ - | | \$ | |
| 10.01.944 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile | \$ - \$ 44,000,000 | \$ 44,848,804 | | \$ | |
| 10.01.951 | PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks | Route Mile Route Mile | | \$ 44,848,804 \$ 59,118,878 | | \$ | |
| 10.01.960 | Stream Crossings HST Structure Box Culverts | EA | \$ 20,000 | \$ 20,386 | | \$ | |
| 10.01.999 | Maintenance Of Traffic | LS | 20,000 | - 20,380 | | \$ | |
| 10.02 | Track structure: Major/Movable bridge | | \$ - | | | \$ | |
| 10.02.013 | Bridge Structure - 3 span with 1 Track | Route Mile | | \$ 48,239,492 | | \$ | |
| 10.02.023 | Bridge Structure - 3 span with 2 Track | Route Mile | | \$ 68,189,650 | | \$ | |
| 10.02.043 | Bridge Structure - 3 span with 4 Track | Route Mile | | \$ 101,975,335 | | \$ | |
| 10.02.044a | Bridge Structure - 2 Track Steel Truss Bridges | Route Mile | \$ - | \$ 12,077,578 | | \$ | |
| 10.02.045a | Bridge Structure - SJVR Spur - Trench Cover | EA | \$ - | \$ 1,564,672 | | \$ | |
| 10.02.046a | Bridge Structure - SJVR Spur - Rail Bridge | EA | \$ - | \$ 1,289,565 | | \$ | |
| 10.02.047a | Bridge Structure - Dry Creek Canal Water bridge | EA | \$ - | \$ 3,283,677 | | \$ | |
| 10.02.999 | Maintenance Of Traffic | LS | | | | \$ | |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) | | \$ - | | | \$ | 29,377, |
| 10.05.111 | At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) | Route Mile | | \$ 1,956,206 | | \$ | |
| 10.05.112 | At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,040,609 | \$ 3,099,266 | | \$ | |
| 10.05.113 | At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) | Route Mile | | \$ 4,522,964 | | \$ | |
| 10.05.114 | At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 6,095,891 | \$ 6,213,487 | | \$ | |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 2,527,904 | \$ 2,576,670 | | \$ | |
| 10.05.122 | At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,873,994 | \$ 3,948,727 | | \$ | |
| 10.05.123 | At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | \$ 5,488,286 | \$ 5,594,161 | | \$ | |
| 10.05.124 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 7,375,140 | \$ 7,517,413 | | \$ | |
| 10.05.126 | At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 17,706,798 | \$ 18,048,380 | | \$ | |
| 10.05.128 | At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile | \$ 32,673,082 | \$ 33,303,379 | | \$ | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: WS2 |
|-------------------------|--|----------------------------|----------------------------------|----------------------------------|-------|----------------------------|
| | | | 2009) | 2010) | QTY | COST |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ 77,047,580 | \$ 78,533,905 | | \$ |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | | \$ 3,624,578 | | \$ |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ 5,002,163 | \$ 5,098,660 | | \$ |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,255,789 | \$ 1,280,015 | | \$ |
| 10.05.212 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,824,123 | \$ 1,859,312 | | \$ |
| 10.05.213 | At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) | Route Mile | \$ 2,574,079 | \$ 2,623,735 | | \$ |
| 10.05.214 | At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile | \$ 3,508,477 | \$ 3,576,159 | | \$ |
| 10.05.221 10.05.222 | At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) At-Grade Track-bed in Fill - 2 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,804,472 \$ 2,514,964 | \$ 1,839,282 | 11.46 | \$ \$ 29,377,48 |
| 10.05.223 | At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile Route Mile | \$ 2,514,964 \$ 3,420,413 | \$ 2,563,480 \$ 3,486,396 | 11.46 | \$ 29,377,48 \$ |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ 4,498,944 | \$ 4,585,733 | | \$ |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ 10,874,062 | \$ 11,083,833 | | Ś |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ 20,392,304 | | | Ś |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ 33,180,092 | \$ 33,820,169 | | \$ |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ 48,985,268 | \$ 49,930,243 | | \$ |
| 10.05.241 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ 2,473,684 | \$ 2,521,404 | | \$ |
| 10.05.261 | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,162,050 | \$ 3,223,050 | | \$ |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ 5,441,105 | \$ 5,546,070 | | \$ |
| 10.05.999 | Maintenance Of Traffic | LS | | | | \$ |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | | | | | \$ |
| 10.06.210 10.06.220 | At-Grade Track-bed with Closed Drainage - 1 Track At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | \$ 1,366,385 | | | \$ |
| 10.06.230 | At-Grade Track-bed with Closed Drainage - 2 Track At-Grade Track-bed with Closed Drainage - 3 Track | Route Mile Route Mile | \$ 2,168,933 \$ 2,660,843 | | | \$ |
| 10.06.240 | At-Grade Track-bed with Closed Drainage - 3 Track At-Grade Track-bed with Closed Drainage - 4 Track | Route Mile Route Mile | \$ 2,660,843 \$ 3,039,420 | | | \$ |
| 10.06.999 | Maintenance Of Traffic | LS | 5 3,033,420 | 3,036,033 | | \$ |
| 10.07 | Track structure: Tunnel | | | | | \$ |
| 10.07.101 | TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ 121,440,000 | \$ 123,782,700 | | \$ |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ 179,520,000 | \$ 182,983,121 | | \$ |
| 10.07.103 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ 158,400,000 | \$ 161,455,695 | | \$ |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | \$ 300,960,000 | \$ 306,765,821 | | \$ |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | \$ 227,040,000 | \$ 231,419,830 | | \$ |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ 205,920,000 | \$ 209,892,404 | | \$ |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ 464,640,000 | \$ 473,603,373 | | \$ |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | \$ 147,840,000 | \$ 150,691,982 | | \$ |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ 364,320,000 | \$ 371,348,099 | | \$ |
| 10.07.205 10.07.206 | D&B Double Track Tunnel 50ft ID in hard rock (competent) D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile | \$ 232,320,000 | \$ 236,801,686 | | \$ |
| 10.07.301 | SEM Single Track Tunnel 30ft ID in soft ground (competent) | Route Mile Route Mile | \$ 485,760,000 \$ 374,880,000 | \$ 495,130,799 \$ 382,111,812 | | \$ |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ 454,080,000 | \$ 462,839,659 | | \$ |
| 10.07.303 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ 269,280,000 | | | \$ |
| 10.07.304 | SEM Double Track Tunnel 40ft ID in soft ground (poor) | Route Mile | \$ 306,240,000 | \$ 312,147,677 | | Š |
| 10.07.305 | SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | \$ 396,000,000 | \$ 403,639,238 | | \$ |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (poor) | Route Mile | \$ 448,800,000 | \$ 457,457,803 | | \$ |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile | \$ 237,600,000 | \$ 242,183,543 | | \$ |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ 274,560,000 | \$ 279,856,538 | | \$ |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ 179,520,000 | | | \$ |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ 248,160,000 | | | \$ |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ 290,400,000 | | | \$ |
| 10.07.406 10.07.207 | D&B Cross Passage conservative cost in rock | Route Mile | \$ 401,280,000 | \$ 409,021,094 | | \$ |
| 10.07.407 | RH Cross Passage conservative cost in Tock | Linear Feet | \$ 28,000 \$ 25,000 | \$ 28,540 | | \$ |
| 10.07.501 | Cross Passage in Soft Ground (competent) | Linear Feet Linear Feet | \$ 25,000 \$ 33,000 | \$ 25,482 \$ 33,637 | | \$ |
| 10.07.502 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ 84,000 | \$ 85,620 | | \$ |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 90,688,401 | \$ 92,437,871 | | \$ |
| 10.07.115 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 107,082,440 | \$ 109,148,168 | | \$ |
| 10.07.116 | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 135,385,066 | \$ 137,996,780 | | \$ |
| 10.07.214 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 141,194,360 | \$ 143,918,141 | | \$ |
| 10.07.215 | Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 163,855,983 | \$ 167,016,929 | | \$ |
| 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 202,718,337 | \$ 206,628,977 | | \$ |
| 10.07.224 | Cut & Cover Box - 2 Track/ 2 Box (40' Avg. Exc Depth) | Route Mile | \$ 189,027,415 | \$ 192,673,943 | | \$ |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile | \$ 221,996,334 | \$ 226,278,866 | | \$ |
| 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | \$ 278,841,077 | \$ 284,220,202 | | \$ |
| 10.07.414 | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 206,677,660 | \$ 210,664,680 | | \$ |
| 10.07.415 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 237,737,305 | \$ 242,323,497 | | \$ |
| 10.07.416 10.07.526a | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile | \$ 291,302,754 | \$ 296,922,277 | | \$ |
| 10.07.801 | Ventilation Shaft | Route Mile VF | \$ - \$ 13,627 | \$ 434,924,098 \$ 13,890 | | \$ |
| 10.07.802 | Mid-Line Ventilation Structure | LS | \$ 8,742,980 | \$ 13,890 | | \$ |
| 10.07.803 | Tunnel Portal Structure | LS | \$ 8,089,108 | \$ 8,245,155 | | \$ |
| 10.07.805 | Emergency Access Shaft | VF | \$ 22,520 | | | Ś |
| 10.07.850 | Pumping Station | EA | \$ 212,310 | \$ 216,405 | | \$ |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) | Route Mile | 1 | \$ 7,496,882 | | \$ |
| 10.07.902 | Mechanical & Electrical Allowance for Underground (Double) | Route Mile | \$ 14,710,177 | | | \$ |
| 10.07.920 | Ventilation Equipment Allowance | EA | | | | \$ |
| 10.07.922 | Double Deck - 2 Track Trench on Top of 2 Track C&C Box | Route Mile | \$ 210,906,243 | \$ 214,974,836 | | \$ |
| 10.07.950 | Allowance for Construction Monitoring | Route Mile | \$ 145,939 | \$ 148,754 | | \$ |
| 10.08 | Track structure: Retaining walls and systems | | | | | \$ 19,040,33 |
| 10.08.211 | Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 25,829,576 | | | \$ |
| 10.08.212 | Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) Retained Cut, Trench - 1 Track (30' Avg. Exc Depth) | Route Mile | \$ 67,586,123 \$ 127,460,002 | | | \$ |
| 10.08.213 | | Route Mile | | \$ 129,918,833 | | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD bsection: WS2 |
|------------------------|---|--------------------------|----------------------------------|----------------------------------|-------|----------------------------|
| LLLINLIN | | | 2009) | 2010) | QTY | соѕт |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,868 | \$ 93,174,275 | | \$ |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | \$ 163,304,293 | \$ 166,454,597 | | \$ |
| 10.08.224 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 291,740,935 | \$ 297,368,910 | | \$ |
| 10.08.241 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | Route Mile | \$ 47,685,463 | \$ 48,605,363 | | \$ |
| 10.08.242 10.08.243 | Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) | Route Mile | \$ 111,376,696 \$ 192,038,567 | \$ 113,525,265 | | \$ |
| 10.08.344 | Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile Route Mile | \$ 192,038,567 \$ 295,374,114 | \$ 195,743,184 \$ 301,072,178 | | \$ |
| 10.08.346 | Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile | \$ 356,356,513 | \$ 363,230,988 | | \$ |
| 10.08.411 | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 8,667,052 | \$ 8,834,248 | | \$ |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 24,952,856 | \$ 25,434,222 | | \$ |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 43,794,002 | \$ 44,638,832 | | \$ |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,335,195 | \$ 9,515,280 | | \$ |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,915,008 | \$ 26,414,935 | 0.46 | \$ 12,150,8 |
| 10.08.423 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 45,060,437 | \$ 45,929,698 | 0.15 | \$ 6,889,4 |
| 10.08.432 10.08.441 | Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) Retained Fill, Walls Both Sides - 4 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 25,723,268 | \$ 26,219,496 | | \$ |
| 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (10 Avg. Wall Ht) Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) | Route Mile Route Mile | \$ 9,573,053 \$ 26,163,983 | \$ 9,757,727 \$ 26,668,712 | | \$ \$ |
| 10.08.461 | Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,858,094 | \$ 10,048,266 | | \$ |
| 10.08.999 | Maintenance Of Traffic | LS | 3,030,034 | ÿ 10,040,200 | | Š |
| 10.09 | Track new construction: Conventional ballasted | | \$ - | | | \$ 29,845,5 |
| 10.09.110 | Ballasted Track - 1 Track | Route Mile | \$ 1,820,565 | \$ 1,855,686 | | \$ |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | \$ 1,221,280 | \$ 1,244,839 | | \$ |
| 10.09.120 | Ballasted Track - 2 Track | Route Mile | \$ 3,416,549 | \$ 3,482,458 | | \$ |
| 10.09.122 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile | \$ 2,423,901 | \$ 2,470,660 | 12.08 | \$ 29,845,5 |
| 10.09.240 10.09.132 | Ballasted Track - 2 Track (Station Track) Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | \$ 7,244,923 | \$ 7,384,685 | | \$ |
| 10.09.142 | Ballasted Track (Track Laying Machine) - 3 Track Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ 3,580,069 \$ 4,521,614 | \$ 3,649,132 \$ 4,608,840 | | \$ \$ |
| 10.09.162 | Ballasted Track (Track Laying Machine) - 6 Track | Route Mile Route Mile | \$ 4,521,614 \$ 6,782,421 | \$ 4,608,840 \$ 6,913,261 | | \$ |
| 10.09.810 | Ballasted Freight Track - 1 Track | Route Mile | \$ 1,554,241 | \$ 1,584,224 | | \$ |
| 10.09.820 | Ballasted Freight Track - 2 Track | Route Mile | \$ 3,089,739 | \$ 3,149,343 | | \$ |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile | \$ 4,645,413 | \$ 4,735,027 | | Š |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile | \$ 91,367 | \$ 93,129 | | \$ |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ 162,843 | \$ 165,985 | | \$ |
| 10.09.922 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile | \$ 325,778 | \$ 332,063 | | \$ |
| 10.09.923 | Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ 488,667 | \$ 498,094 | | \$ |
| 10.09.924 | Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ 651,556 | \$ 664,125 | | \$ |
| 10.10 10.10.110 | Track new construction: Non-ballasted Direct Fixation Track - 1 Track | Davida Mila | \$ - | ć 4.047.463 | | \$ 8,903,4 |
| 10.10.110 | Direct Fixation Track - 2 Track | Route Mile Route Mile | \$ 1,812,497 \$ 3,624,438 | \$ 1,847,462 \$ 3,694,357 | 2.41 | \$ 8,903,4 |
| 10.10.140 | Direct Fixation Track - 4 Track | Route Mile | \$ 7,293,868 | \$ 7,434,574 | 2.41 | \$ 8,903,4 |
| 10.10.210 | Independent Dual Block Track - 1 Track | Route Mile | \$ 3,338,726 | \$ 3,403,134 | | Š |
| 10.10.220 | Independent Dual Block Track - 2 Track | Route Mile | \$ 6,676,744 | \$ 6,805,545 | | \$ |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile | \$ 13,353,468 | \$ 13,611,070 | | \$ |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | | \$ - | | | \$ 4,196,6 |
| 10.14.100 | Direct Fixation Turnout (60 MPH) | EA | \$ 477,018 | \$ 486,221 | | \$ |
| 10.14.105 | Direct Fixation Turnout (80 MPH) | EA | \$ 630,650 | \$ 642,816 | | \$ |
| 10.14.110 10.14.115 | Direct Fixation Turnout (110 MPH) Direct Fixation Turnout (150 MPH) | EA | \$ 887,327 | \$ 904,444 | | \$ |
| 10.14.113 | Direct Fixation Crossover (60 MPH) | EA | \$ 1,220,877 \$ 879,265 | \$ 1,244,429 \$ 896,227 | | \$ |
| 10.14.135 | Direct Fixation Crossover (80 MPH) | EA EA | \$ 879,265 \$ 1,188,515 | \$ 896,227 \$ 1,211,443 | | \$ |
| 10.14.140 | Direct Fixation Crossover (110 MPH) | EA | \$ 1,647,309 | \$ 1,679,087 | | \$ |
| 10.14.145 | Direct Fixation Crossover (150 MPH) | EA | \$ 2,254,990 | \$ 2,298,491 | | Š |
| 10.14.199 | Ballasted Turnout (25 MPH) | EA | \$ 130,500 | \$ 133,017 | | \$ |
| 10.14.200 | Ballasted Turnout (60 MPH) | EA | \$ 396,172 | \$ 403,814 | | \$ |
| 10.14.205 | Ballasted Turnout (80 MPH) | EA | \$ 533,623 | \$ 543,917 | | \$ |
| 10.14.210 | Ballasted Turnout (110 MPH) | EA | \$ 739,770 | \$ 754,041 | | \$ |
| 10.14.215 | Ballasted Turnout (150 MPH) | EA | \$ 1,012,686 | \$ 1,032,221 | | \$ |
| 10.14.300 | Ballasted Crossover (60 MPH) | EA | \$ 731,709 | \$ 745,824 | | \$ |
| 10.14.305 | Ballasted Crossover (80 MPH) | EA | \$ 986,399 | \$ 1,005,427 | | \$ |
| 10.14.310 | Ballasted Crossover (150 MPH) | EA | \$ 1,372,407 | \$ 1,398,882 | 3.00 | \$ 4,196,6 |
| 10.14.315 10.14.400 | Ballasted Crossover (150 MPH) Terminal - Bumping Post | EA EA | \$ 1,877,814 \$ 27,763 | \$ 1,914,039 | | \$ \$ |
| 20.01 | Station buildings: Intercity passenger rail only | EA | \$ 27,763 | \$ 28,299 | | \$ |
| 20.01.100 | Anaheim Station | LS | \$ 94,508,725 | \$ 96,331,893 | | \$ |
| 20.01.105 | Millbrae Station | LS | \$ 24,939,819 | \$ 25,420,933 | | \$ |
| 20.01.105 | Millbrae Station - Site Elements | LS | \$ 24,939,819 | \$ 25,420,933 | | \$ |
| 20.01.110 | LA Union Station | LS | \$ 193,627,800 | \$ 197,363,075 | | \$ |
| 20.02.200 | Redwood/Palo Alto Station | LS | \$ 51,451,014 | \$ 52,443,556 | | \$ |
| 20.02.201 | Redwood/Palo Alto Station - Site Elements | LS | \$ 6,667,755 | \$ 6,796,383 | | \$ |
| 20.02.205 | Norwalk Station | LS | \$ 46,561,775 | \$ 47,459,998 | | \$ |
| 20.02.206 | Norwalk Station - Site Elements Tulare Station | LS | \$ 18,939,701 | \$ 19,305,067 | | \$ |
| 20.02.210 | Tulare Station | LS | \$ 55,108,000 | \$ 56,171,089 | | \$ |
| 20.02.211 20.02.215 | Tulare Station - Site Elements Gilroy Station | LS | \$ 19,174,756 | \$ 19,544,656 | | \$ |
| 20.02.215 | Gilroy Station Gilroy Station - Site Elements | LS LS | \$ 68,723,791 | \$ 70,049,542 \$ 9,770,987 | | \$ |
| 20.02.210 | Burbank Station | LS | \$ 9,586,063 \$ 61,155,850 | \$ 9,770,987 \$ 62,335,608 | | \$ |
| 20.02.221 | Burbank Station - Site Elements | LS | \$ 13,393,012 | \$ 62,335,608 | | \$ |
| 20.02.225 | San Jose Station | LS | \$ 70,224,925 | \$ 71,579,634 | | \$ |
| 20.02.226 | San Jose Station-Site Elements | LS | \$ 11,447,016 | | | \$ |
| 20.02.230 | Merced Station | LS | \$ 65,035,950 | | | \$ |
| 20.02.200 | | - | , , | ,, | | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | FNO-BFD ubsection: WS2 |
|---|---|--------------------------|--------------------------------|------------------------------|-----------|------------------------------|
| | | | 2009) | 2010) | QTY | COST |
| 20.02.235 | Fresno Station | LS | \$ 65,863,950 | | | \$ |
| 20.02.236 20.02.240 | Fresno Station - Site Elements Bakersfield Station | LS | \$ 9,639,938 | | | \$ |
| 20.02.241 | Bakersfield Station - Site Elements | LS LS | \$ 67,643,575 \$ 12,084,938 | | | \$ \$ |
| 20.02.245 | Palmdale Station | LS | \$ 68,151,875 | | | Ś |
| 20.02.246 | Palmdale Station - Site Elements | LS | \$ 16,760,249 | | | \$ |
| 20.02.250 | Sylmar Station | LS | \$ 68,151,875 | \$ 69,466,593 | | \$ |
| 20.02.251 | Sylmar Station - Site Elements | LS | \$ 20,560,115 | | | \$ |
| 20.02.300 | At-Grade Station Pedestrian / bike access and accommodation, landscaping, parking lots | LS | \$ - | \$ 68,000,000 | | \$ |
| 20.06.120 | Pedestrian Access (Cut & Cover) | LF | \$ 18,340 | \$ 18,694 | | \$ |
| 20.06.140 | Pedestrian Plaza | SF | \$ 33 | | | \$ |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | \$ 287,837 | \$ 293,389 | | \$ |
| 20.06.210 | Parking - At Grade | STL | \$ 3,330 | \$ 3,394 | | \$ |
| 20.06.250 | Parking - Structured (Above Grade) | STL | \$ 21,812 | | | \$ |
| 20.06.800 20.06.810 | Landscaping Allowance Landscaping Allowance, Guideway | SF Route Mile | \$ 3 \$ 175,476 | \$ 3 \$ 178,861 | | \$ \$ |
| 20.07 | Automobile, bus, van accessways including roads | Route Wille | 3 173,470 | 3 178,801 | | 3 |
| 30.02 | Light maintenance facility | | | | | \$ |
| 30.02.010 | Light Maintenance Facility (LMF) | EA | \$ 105,006,028 | \$ 107,031,700 | | \$ |
| 30.03 | Heavy maintenance facility | | | | | \$ |
| 30.03.010 30.04 | Heavy Maintenance Facility (HMF) Storage or maintenance-of-way building/bases | EA | \$ 223,630,679 | \$ 227,944,740 | | \$ |
| 30.04.010 | Maintenance of Way Facility (MOWF) | EA | \$ 11,711,592 | \$ 11,937,521 | | \$ |
| 30.05 | Yard and yard track | EA. | J 11,711,552 | 11,557,521 | | \$ |
| 30.05.110 | Ballasted Track - Yard Track | Route Mile | \$ 1,686,767 | \$ 1,719,306 | | \$ |
| 30.05.200 | Ballasted Turnout, No. 15 | EA | \$ 404,233 | \$ 412,031 | | \$ |
| 30.05.210 | Ballasted Diamond Crossover, No. 15 | EA | \$ 574,336 | | | \$ |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | TF | \$ 1,283 | \$ 1,308 | | \$ |
| 40.01 40.01.010 | Demolition, clearing, site preparation Demolition Allowance, Bridge | SF | \$ 26 | \$ 27 | | \$ 258,71 |
| 40.01.050 | Demolition Allowance, Building (1 Story) | SF | \$ 14 | \$ 14 | | \$ |
| 40.01.060 | Demolition Allowance, Building (2 Story) | SF | \$ 27 | \$ 28 | | \$ |
| 40.01.110 | Demolition Allowance, Asphalt Pavement | SY | \$ 56 | \$ 57 | 4,540.00 | \$ 258,71 |
| 40.01.140 | Demolition Allowance, Concrete Curb | LF | \$ 13 | \$ 13 | | \$ |
| 40.01.150 40.01.810 | Demolition Allowance, Concrete Sidewalk Demolition Allowance, Remove Railroad Track | SY | \$ 41 | \$ 42 | | \$ |
| 40.01.900 | Miscellanous Excavation & Support Items | Route Mile LS | \$ 169,459 \$ 2,224 | \$ 172,728 \$ 2,267 | | \$ \$ |
| 40.01.999 | Maintenance Of Traffic | LS | 2,224 | 2,207 | | \$ |
| 40.02 | Site utilities, utility relocation | | | | | \$ 8,537,73 |
| 40.02.001 | Utility Relocation Allowance, Level 1 | Route Mile | \$ 1,099,949 | | | \$ |
| 40.02.002 | Utility Relocation Allowance, Level 2 | Route Mile | \$ 1,978,427 | | | \$ |
| 40.02.003 40.02.004 | Utility Relocation Allowance, Level 3 Utility Relocation Allowance, Level 4 | Route Mile | \$ 3,267,072 | | | \$ |
| 40.02.005 | Utility Relocation Allowance, Level 5 | Route Mile Route Mile | \$ 3,906,355 \$ 4,927,149 | | 1.70 | \$ \$ 8,537,73 |
| 40.02.060 | Major Utility Relocation, Aerial Transmission Line | EA | \$ 8,600,000 | | 1.70 | \$ 8,337,73 |
| 40.02.050 | Site Utility Allowance | Route Mile | \$ 1,660,257 | | | \$ |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatm | ents | \$ - | | | \$ |
| 40.03.100 | Hazardous Material Removal Allowance, Light | Route Mile | \$ 188,246 | | | \$ |
| 40.03.105 | Hazardous Material Removal Allowance, Medium Hazardous Material Removal Allowance, Heavy | Route Mile | \$ 370,152 | | | \$ |
| 40.03.110 40.03.150 | Removal of Contaminated Soil | Route Mile CF | \$ 555,734 \$ 13 | \$ 566,454 \$ 14 | | \$ \$ |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | Ci | \$ - | 3% | | \$ 10,322,59 |
| 40.04.100 | Environmental Mitigation Allowance, Light | Route Mile | \$ 583,755 | \$ 595,016 | | \$ |
| 40.04.105 | Environmental Mitigation Allowance, Medium | Route Mile | \$ 1,634,403 | \$ 1,665,932 | | \$ |
| 40.04.110 | Environmental Mitigation Allowance, Heavy | Route Mile | \$ 2,743,574 | \$ 2,796,500 | | \$ |
| 40.05 40.05.012 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) | 15 | \$ - | \$ 3,000 | | \$ 28,514,59 |
| 40.05.020 | Retaining Wall - 1 Wall (12 Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) | LF LF | \$ 3,029 \$ 3,944 | \$ 3,088 \$ 4,020 | | \$ \$ |
| 40.05.030 | Retaining Wall - 1 Wall (30' Avg. Height) | LF | \$ 5,392 | | | \$ |
| 40.05.111 | Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | LF | \$ 804 | \$ 820 | | \$ |
| 40.05.112 | Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | LF | \$ 1,551 | \$ 1,581 | 15,656.00 | \$ 24,752,90 |
| 40.05.120 | Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | LF | \$ 1,308 | \$ 1,334 | | \$ |
| 40.05.211 40.05.212 | Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) | LF | \$ 205 | \$ 209 | 0.227.00 | \$ |
| 40.05.310 | Intrusion Protection Berm | LF LF | \$ - \$ 136 | \$ 400 \$ 139 | 8,327.00 | \$ 3,330,80 \$ |
| 40.05.400 | Canal Realignments (10' X 8' Trench) | LF LF | \$ - | \$ 813 | 530.00 | \$ 430,89 |
| 40.05.401 | Canal Realignments (65' X 10' Trench) | LF | \$ - | \$ 3,251 | | \$ |
| 40.05.999 | Maintenance Of Traffic | LS | | | | \$ |
| 40.06 | Temporary facilities and other indirect costs during construction | | | 4% | | \$ 13,763,45 |
| 40.07 | Purchase or lease of real estate | Acre | | | | \$ 31,197,16 |
| 40.08 | Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | EA | | \$ 3,577,704 | | \$ 61,155,16 |
| | Roadway Undercrossing HSR - SR 43 on H alignment | EA | | \$ 3,577,704 | | \$ |
| 40.08.145a 40.08.146a | | EA | | \$ 972,574 | | \$ |
| | Roadway Undercrossing HSR - Private Road on H Alignment | | | | I | 1 * |
| 40.08.146a | Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks | EA | \$ 3,968,660 | \$ 4,045,219 | | \$ |
| 40.08.146a 40.08.147a 40.08.322 40.08.324 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | | \$ 4,632,802 | \$ 4,722,173 | | \$ |
| 40.08.146a 40.08.147a 40.08.322 40.08.324 40.08.326 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 6 lane retained fill roadway over 2 tracks | EA EA EA | | \$ 4,722,173 \$ 5,449,567 | | \$ |
| 40.08.146a 40.08.147a 40.08.322 40.08.324 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | EA EA | \$ 4,632,802 | \$ 4,722,173 | | \$ |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | | UNIT PRICE (3rd Quarter | | FNO-BFD Subsection: WS2 | | |
|------------------------|---|------------------|----------------------------|------------|----------------------------|------------|-------------------------------|----|------------|
| ELLINEIVI | | | | 2009) | 2 | 010) | QTY | | COST |
| | Pedstrain Overcrossing | EA | | | \$ | 2,100,000 | | \$ | - |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | | \$ | - |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | | \$ | - |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | \$ | - |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | \$ | - |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | \$ | - |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | \$ | - |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ | 5,362,896 | 4.00 | \$ | 21,451,584 |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | \$ | - |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ | 723,886 | | \$ | - |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | | | \$ | 5,805,298 | 1.00 | \$ | 5,805,298 |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | 1.00 | \$ | 7,057,967 |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | Ś | 4,089,716 | | \$ | ,, |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | _ | | 15,000,000 | | \$ | |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | | | 25,987,089 | | Ś | |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | \$ | 5,615,692 | | Ś | |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | EA | \$ | 5,341,703 | \$ \$ | 5,444,750 | | \$ | - |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | \$ | 6,516,967 | \$ | 6,642,686 | | \$ | |
| 40.08.144 | Roadway Undercrossing HSR - 4 lane roadway under 4 tracks | | \$ | | \$ | | | \$ | - |
| 40.08.510 | Roadway Modification, New AC Paving | EA SF | \$ | 7,129,564 | \$ | 7,267,100 | 4 475 400 00 | \$ | 26 420 442 |
| 40.08.520 | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | - | | 17 | | 18 | 1,475,188.00 | | 26,139,413 |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | SF Banka Mila | \$ | 21 | \$ | 21 | 0.05 | \$ | 500.400 |
| 40.08.540 | Access Road Entrance Point | Route Mile | \$ | 549,929 | \$ | 560,538 | 0.96 | \$ | 538,138 |
| 40.08.550 | | EA | \$ | 31,937 | \$ | 32,553 | 5.00 | \$ | 162,763 |
| 40.08.994 | Streetscaping Allowance | ESF | \$ | 343 | \$ | 350 | | \$ | |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert Maintenance Of Traffic | EA | \$ | - | \$ | 20,000 | | \$ | |
| | | LS | | | | | | \$ | - |
| 50.01 50.01.010 | Wayside signaling equipment Train Controls (ATC) | | _ | | | | | \$ | 18,259,566 |
| 50.01.010 | | Route Mile | \$ | 1,128,300 | \$ | 1,150,066 | 14.49 | \$ | 16,664,457 |
| | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | | \$ | |
| 50.01.020 | Wayside Protection System | Route Mile | \$ | 108,000 | \$ | 110,083 | 14.49 | \$ | 1,595,109 |
| 50.01.021 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 162,000 | \$ | 165,125 | | \$ | |
| 50.01.030 | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | \$ | |
| 50.05 | Communications | | | | | | | \$ | 2,835,749 |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | 14.49 | \$ | 2,835,749 |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | | \$ | - |
| 60.02 | Traction power supply: Substations | | | | | | | \$ | 36,632,175 |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | \$ | 2,471,835 | 14.49 | \$ | 35,816,885 |
| 60.02.102 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | | 12,103,061 | | \$ | - |
| 60.02.101 | Traction Power Supply- 4 Tracks | Route Mile | \$ | 3,881,250 | \$ | 3,956,123 | | \$ | |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | | \$ | |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | 1.00 | \$ | 297,723 |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | \$ | 258,784 | 2.00 | \$ | 517,567 |
| 60.03 | Traction power distribution: Catenary and third rail | | | | | | | \$ | 31,293,673 |
| 60.03.100 | Traction Power Distribution | Route Mile | \$ | 2,118,800 | \$ | 2,159,674 | 14.49 | \$ | 31,293,673 |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | | \$ | |
| 60.03.100 | Traction Power Distribution- 4 Tracks | Route Mile | Ś | 3,178,200 | Ś | 3,239,511 | | Ś | |

| UNIT PRICE | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD absection: ath End of Station |
|-------------------------|---|--------------------------|----------------------------------|----------------------------------|--------------|--|
| | | | 2009) | 2010) | QTY | соѕт |
| 10.01 | Track structure: Viaduct | | | | | \$ 547,594,799 |
| 10.01.122 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | | | \$ - |
| 10.01.123 10.01.124 | Elevated Structure - 1 Track (30' Avg. Pier Ht) Elevated Structure - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 45,285,042 \$ 46,232,612 | | | \$ - |
| 10.01.125 | Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile Route Mile | \$ 46,232,612 \$ 47,180,084 | | | \$ - \$ - |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 64,502,791 | | | \$ - |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 66,081,681 | \$ 67,356,463 | | \$ - |
| 10.01.222 | Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | 0.18 | \$ 8,135,751 |
| 10.01.223 | Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 52,578,482 | \$ 53,592,774 | 0.15 | \$ 8,120,117 |
| 10.01.224 | Elevated Structure - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 53,525,409 | \$ 54,557,967 | 0.75 | \$ 40,815,146 |
| 10.01.225 10.01.226 | Elevated Structure - 2 Track (50' Avg. Pier Ht) Elevated Structure - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 54,473,243 \$ 71,796,207 | | 0.47 | \$ 26,289,814 \$ 42,966,251 |
| 10.01.227 | Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile Route Mile | \$ 71,796,207 \$ 73,374,892 | \$ 73,181,228 \$ 74,790,367 | 0.59 3.45 | \$ 42,966,251 \$ 257,800,129 |
| 10.01.242 | Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 82,812,928 | | 3.13 | \$ - |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 101,501,272 | | | \$ - |
| 10.01.244 | Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 103,395,885 | \$ 105,390,496 | 0.77 | \$ 81,150,682 |
| 10.01.245 | Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile | \$ 105,253,245 | \$ 107,283,686 | | \$ - |
| 10.01.246 | Elevated Structure - 4 Track (60' Avg. Pier Ht) | Route Mile | \$ 141,642,485 | \$ 144,374,910 | | \$ - |
| 10.01.247 10.01.322 | Elevated Structure - 4 Track (70' Avg. Pier Ht) Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 144,884,105 | \$ 147,679,065 | | \$ - |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20 Avg. Pier Ht) Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile Route Mile | \$ 39,541,927 \$ 49,862,619 | \$ 40,304,730 \$ 50,824,519 | | \$ - \$ - |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 50,914,824 | | | \$ - |
| 10.01.325 | Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 51,967,437 | \$ 52,969,941 | | \$ - |
| 10.01.326 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 62,798,549 | \$ 64,009,996 | | \$ - |
| 10.01.327 | Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 64,181,981 | \$ 65,420,116 | | \$ - |
| 10.01.422 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 47,694,536 | \$ 48,614,611 | | \$ - |
| 10.01.423 | Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 58,014,969 | \$ 59,134,136 | | \$ - |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 59,067,487 | \$ 60,206,958 | | \$ - |
| 10.01.425 | Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 60,120,295 | | | \$ - |
| 10.01.426 | Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 70,951,046 | \$ 72,319,762 | | \$ - |
| 10.01.427 10.01.431 | Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | Route Mile | \$ 72,334,586 | | | \$ - |
| 10.01.431 | Elevated Structure (LS-Tall) - 2-Single Tracks (110 Avg. Pier Ht) Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) | Route Mile Route Mile | \$ 235,649,714 \$ 239,350,822 | \$ 240,195,634 \$ 243,968,140 | | \$ - \$ - |
| 10.01.512 | Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 70,118,523 | | | \$ - |
| 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 74,724,468 | | | \$ - |
| 10.01.514 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 76,108,232 | | | \$ - |
| 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 77,528,913 | | | \$ - |
| 10.01.516 | Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 78,976,112 | \$ 80,499,641 | | \$ - |
| 10.01.522 | Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 77,411,338 | \$ 78,904,680 | | \$ - |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 82,017,601 | | | \$ - |
| 10.01.524 | Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 83,401,267 | | 0.03 | \$ 2,550,305 |
| 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 84,822,267 | | 0.06 | \$ 5,187,514 |
| 10.01.526 10.01.612 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile Route Mile | \$ 86,267,477 \$ 111,218,191 | | | \$ - \$ - |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 116,892,249 | | | \$ - |
| 10.01.614 | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 119,418,218 | | | \$ - |
| 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 121,907,137 | | | \$ - |
| 10.01.622 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 118,511,296 | | | \$ - |
| 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 124,185,450 | \$ 126,581,112 | | \$ - |
| 10.01.624 | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 126,711,251 | | | \$ - |
| 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 129,200,143 | | | \$ - |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 131,726,304 | | | \$ - |
| 10.01.700 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 126,282,645 | | 0.10 | \$ 12,871,876 |
| 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (30 Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) | Route Mile Route Mile | \$ 131,933,691 \$ 134,449,679 | | 0.26 | \$ - \$ 35,631,271 |
| 10.01.944 | Elevated Structure - 2 Track w/ 2 Single Trenches | Route Mile | \$ 134,449,079 | \$ 137,043,348 | 0.20 | \$ 33,031,271 |
| 10.01.950 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 44,000,000 | | | \$ - |
| 10.01.951 | PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 58,000,000 | | 1 | \$ - |
| 10.01.960 | Stream Crossings HST Structure Box Culverts | EA | \$ 20,000 | \$ 20,386 | | \$ - |
| 10.01.999 | Maintenance Of Traffic | LS | | | 5% | \$ 26,075,943 |
| 10.02 | Track structure: Major/Movable bridge | | \$ - | | | \$ - |
| 10.02.013 | Bridge Structure - 3 span with 1 Track | Route Mile | \$ 47,326,516 | | | \$ - |
| 10.02.023 10.02.043 | Bridge Structure - 3 span with 2 Track Bridge Structure - 3 span with 4 Track | Route Mile | \$ 66,899,099 | | | \$ - |
| 10.02.043 10.02.044a | Bridge Structure - 2 Track Steel Truss Bridges | Route Mile Route Mile | \$ 100,045,360 \$ - | \$ 101,975,335 \$ 12,077,578 | | \$ - \$ - |
| 10.02.045a | Bridge Structure - SJVR Spur - Trench Cover | EA | \$ - | \$ 1,564,672 | 1 | \$ - |
| 10.02.046a | Bridge Structure - SJVR Spur - Rail Bridge | EA | \$ - | \$ 1,289,565 | | \$ - |
| 10.02.047a | Bridge Structure - Dry Creek Canal Water bridge | EA | \$ - | \$ 3,283,677 | | \$ - |
| 10.02.999 | Maintenance Of Traffic | LS | | | 5% | \$ - |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) | | \$ - | | | \$ 5,348,825 |
| 10.05.111 | At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) | Route Mile | \$ 1,919,183 | | 1 | \$ - |
| 10.05.112 | At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,040,609 | | | \$ - |
| 10.05.113 10.05.114 | At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 4,437,362 | | | \$ - |
| 10.05.114 | At-Grade Track-bed in Cut - 1 Track (20 Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile Route Mile | \$ 6,095,891 \$ 2,527,904 | | 0.79 | \$ - \$ 2,035,569 |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (3 Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 2,527,904 \$ 3,873,994 | | 0.79 | \$ 2,035,569 |
| 10.05.123 | At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | \$ 5,488,286 | | 0.07 | \$ 391,591 |
| 10.05.124 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 7,375,140 | | | \$ - |
| 10.05.126 | At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 17,706,798 | | | \$ - |
| 10.05.128 | At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile | \$ 32,673,082 | | | \$ - |
| | At-Grade Track-bed in Cut - 2 Track (80' Avg. Exc Depth) | Route Mile | \$ 52,529,924 | | 1 | \$ - |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | (3r | IIT PRICE d Quarter | UNIT PRICE (3rd Quarter | Sul | NO-BFD bsection: th End of Station |
|-------------------------|--|--------------------------|----------|----------------------------|---|------|--|
| | | | | 2009) | 2010) | QTY | COST |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ | 77,047,580 | \$ 78,533,905 | | \$ - |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | \$ | 3,555,979 | | | \$ - |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ | 5,002,163 | | | \$ - |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ | 1,255,789 | \$ 1,280,015 | | \$ - |
| 10.05.212 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) | Route Mile | \$ | 1,824,123 | | | \$ - |
| 10.05.213 10.05.214 | At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile | \$ | 2,574,079 | \$ 2,623,735 | | \$ - \$ - |
| 10.05.221 | At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) | Route Mile Route Mile | \$ | 3,508,477 1,804,472 | \$ 3,576,159 \$ 1,839,282 | 1.45 | \$ 2,666,959 |
| 10.05.222 | At-Grade Track-bed in Fill - 2 Track (10' Avg. Fill Ht) | Route Mile | \$ | 2,514,964 | \$ 2,563,480 | 1.43 | \$ 2,000,535 |
| 10.05.223 | At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile | \$ | 3,420,413 | \$ 3,486,396 | | \$ - |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ | 4,498,944 | \$ 4,585,733 | | \$ - |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ | 10,874,062 | \$ 11,083,833 | | \$ - |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ | 20,392,304 | \$ 20,785,692 | | \$ - |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ | 33,180,092 | \$ 33,820,169 | | \$ - |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ | 48,985,268 | | | \$ - |
| 10.05.241 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ | 2,473,684 | \$ 2,521,404 | | \$ - |
| 10.05.261 | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | \$ | 3,162,050 | \$ 3,223,050 | | \$ - |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ | 5,441,105 | \$ 5,546,070 | 50/ | \$ - |
| 10.05.999 | Maintenance Of Traffic | LS | | | | 5% | \$ 254,706 |
| 10.06 10.06.210 | Track structure: At-grade (grading and subgrade stabilization) At-Grade Track-bed with Closed Drainage - 1 Track | Route Mile | \$ | 1,366,385 | \$ 1,392,744 | | \$ - \$ - |
| 10.06.220 | At-Grade Track-bed with Closed Drainage - 1 Track | Route Mile | \$ | 2,168,933 | | | \$ - \$ - |
| 10.06.230 | At-Grade Track-bed with Closed Drainage - 3 Track | Route Mile | \$ | 2,660,843 | \$ 2,712,173 | | \$ - |
| 10.06.240 | At-Grade Track-bed with Closed Drainage - 4 Track | Route Mile | \$ | 3,039,420 | \$ 3,098,053 | | \$ - |
| 10.06.999 | Maintenance Of Traffic | LS | ' | -,, | , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 5% | \$ - |
| 10.07 | Track structure: Tunnel | | | | | | \$ - |
| 10.07.101 | TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ | 121,440,000 | \$ 123,782,700 | | \$ - |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ | 179,520,000 | | | \$ - |
| 10.07.103 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ | | \$ 161,455,695 | | \$ - |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | \$ | 300,960,000 | \$ 306,765,821 | | \$ - |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | \$ | 227,040,000 | \$ 231,419,830 | | \$ - |
| 10.07.201 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ | 205,920,000 | \$ 209,892,404 | | \$ - \$ - |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile Route Mile | \$ | 464,640,000 147,840,000 | \$ 473,603,373 \$ 150,691,982 | | \$ - |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ | 364,320,000 | | | \$ - |
| 10.07.205 | D&B Double Track Tunnel 50ft ID in hard rock (competent) | Route Mile | \$ | 232,320,000 | \$ 236,801,686 | | \$ - |
| 10.07.206 | D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile | \$ | 485,760,000 | \$ 495,130,799 | | \$ - |
| 10.07.301 | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile | \$ | 374,880,000 | | | \$ - |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ | 454,080,000 | \$ 462,839,659 | | \$ - |
| 10.07.303 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ | 269,280,000 | \$ 274,474,682 | | \$ - |
| 10.07.304 | SEM Double Track Tunnel 40ft ID in soft ground (poor) | Route Mile | \$ | 306,240,000 | \$ 312,147,677 | | \$ - |
| 10.07.305 | SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | \$ | 396,000,000 | \$ 403,639,238 | | \$ - |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (poor) | Route Mile | \$ | 448,800,000 | \$ 457,457,803 | | \$ - |
| 10.07.401 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ | 237,600,000 | \$ 242,183,543 | | \$ - |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ | 274,560,000 | | | \$ - \$ - |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile Route Mile | \$ | 179,520,000 248,160,000 | | | \$ - \$ - |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) | Route Mile | \$ | 290,400,000 | | | \$ - |
| 10.07.406 | RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ | 401,280,000 | \$ 409,021,094 | | \$ - |
| 10.07.207 | D&B Cross Passage conservative cost in rock | Linear Feet | \$ | 28,000 | \$ 28,540 | | \$ - |
| 10.07.407 | RH Cross Passage conservative cost in soft rock | Linear Feet | \$ | 25,000 | \$ 25,482 | | \$ - |
| 10.07.501 | Cross Passage in Soft Ground (competent) | Linear Feet | \$ | 33,000 | \$ 33,637 | | \$ - |
| 10.07.502 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ | 84,000 | \$ 85,620 | | \$ - |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Route Mile | \$ | 90,688,401 | \$ 92,437,871 | | \$ - |
| 10.07.115 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile | \$ | 107,082,440 | \$ 109,148,168 | | \$ - |
| 10.07.116 10.07.214 | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ | 135,385,066 141,194,360 | \$ 137,996,780 \$ 143,918,141 | | \$ - \$ - |
| 10.07.215 | Cut & Cover Box - 2 Track / 1 Box (40 Avg. Exc Depth) | Route Mile Route Mile | \$ | 163,855,983 | | | \$ - |
| 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ | 202,718,337 | \$ 206,628,977 | | \$ - |
| | Cut & Cover Box - 2 Track/ 2 Box (40' Avg. Exc Depth) | Route Mile | \$ | 189,027,415 | \$ 192,673,943 | | \$ - |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile | \$ | 221,996,334 | . , , | | \$ - |
| 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | \$ | 278,841,077 | \$ 284,220,202 | | \$ - |
| 10.07.414 | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ | 206,677,660 | \$ 210,664,680 | | \$ - |
| 10.07.415 | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ | 237,737,305 | \$ 242,323,497 | | \$ - |
| 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ | 291,302,754 | \$ 296,922,277 | | \$ - |
| 10.07.526a 10.07.801 | Jacked Box - 2 Track (70' Avg. Exc Depth) Ventilation Shaft | Route Mile | \$ | 40.00 | \$ 434,924,098 | | \$ - |
| 10.07.802 | Mid-Line Ventilation Structure | VF LS | \$ \$ | 13,627 8,742,980 | \$ 13,890 \$ 8,911,641 | | \$ - \$ - |
| 10.07.803 | Tunnel Portal Structure | LS | \$ | 8,742,980 | \$ 8,911,641 | | \$ - |
| 10.07.805 | Emergency Access Shaft | VF | \$ | 22,520 | \$ 22,954 | | \$ - |
| 10.07.850 | Pumping Station | EA | \$ | 212,310 | | | \$ - |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) | Route Mile | \$ | 7,354,997 | | | \$ - |
| 10.07.902 | Mechanical & Electrical Allowance for Underground (Double) | Route Mile | \$ | 14,710,177 | \$ 14,993,951 | | \$ - |
| 10.07.920 | Ventilation Equipment Allowance | EA | \$ | 2,211,105 | \$ 2,253,759 | | \$ - |
| 10.07.922 | Double Deck - 2 Track Trench on Top of 2 Track C&C Box | Route Mile | \$ | 210,906,243 | \$ 214,974,836 | | \$ - |
| 10.07.950 | Allowance for Construction Monitoring | Route Mile | \$ | 145,939 | \$ 148,754 | | \$ - |
| 10.08 | Track structure: Retaining walls and systems | B | ć | 25 020 === | 6 26 22 25 | | \$ 6,379,207 |
| 10.08.211 10.08.212 | Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ | 25,829,576 | | | \$ - \$ - |
| | Included Out, ITCHOIL I HOUR (20 AVG. EAC DCHIII) | Route Mile | \$ | 67,586,123 | \$ 68,889,927 | i l | - د |
| 10.08.213 | Retained Cut, Trench - 1 Track (30' Avg. Exc Depth) | Route Mile | \$ | 127,460,002 | \$ 129,918,833 | | \$ - |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: uth End of Station |
|------------------------|---|--------------------------|--------------------------------|----------------------------|------|---|
| | | | 2009) | 2010) | QTY | cost |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,86 | \$ 93,174,275 | | \$ |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | \$ 163,304,29 | \$ 166,454,597 | | \$ |
| 10.08.224 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 291,740,93 | | | \$ |
| 10.08.241 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | Route Mile | \$ 47,685,46 | | | \$ |
| 10.08.242 | Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) | Route Mile | \$ 111,376,69 | | | \$ |
| 10.08.243 10.08.344 | Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile | \$ 192,038,56 | | | \$ \$ |
| 10.08.346 | Retained Cut, Staged Trench - 4 Track (40 Avg. Exc Depth) Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile | \$ 295,374,114 | | | \$ |
| 10.08.411 | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile Route Mile | \$ 356,356,513 \$ 8,667,053 | | | \$ |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 24,952,850 | | | \$ |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 43,794,000 | | | Š |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,335,19 | | | \$ |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,915,00 | \$ \$ 26,414,935 | 0.23 | \$ 6,075,43 |
| 10.08.423 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 45,060,43 | \$ 45,929,698 | | \$ |
| 10.08.432 | Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,723,26 | \$ 26,219,496 | | \$ |
| 10.08.441 | Retained Fill, Walls Both Sides - 4 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,573,05 | \$ 9,757,727 | | \$ |
| 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 26,163,98 | | | \$ |
| 10.08.461 | Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,858,09 | \$ 10,048,266 | | \$ |
| 10.08.999 | Maintenance Of Traffic | LS | | | 5% | \$ 303,77 |
| 10.09 10.09.110 | Track new construction: Conventional ballasted Ballasted Track - 1 Track | D | \$ 1,820,560 | 4 055 005 | | \$ 6,785,24 |
| 10.09.110 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | \$ 1,820,565 | | | \$ |
| 10.09.112 | Ballasted Track - 2 Track Ballasted Track - 2 Track | Route Mile | \$ 1,221,280 \$ 3,416,549 | | | \$ |
| 10.09.120 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile Route Mile | \$ 3,416,549 \$ 2,423,909 | | 2.53 | \$ 6,250,77 |
| 10.09.240 | Ballasted Track - 2 Track (Station Track) | Route Mile | \$ 7,244,92 | | 2.55 | \$ 0,230,77 |
| 10.09.132 | Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | \$ 3,580,069 | | | \$ |
| 10.09.142 | Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ 4,521,614 | | | Ś |
| 10.09.162 | Ballasted Track (Track Laying Machine) - 6 Track | Route Mile | \$ 6,782,42 | | | Ś |
| 10.09.810 | Ballasted Freight Track - 1 Track | Route Mile | \$ 1,554,24 | | | \$ |
| 10.09.820 | Ballasted Freight Track - 2 Track | Route Mile | \$ 3,089,73 | | | \$ |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile | \$ 4,645,41 | \$ 4,735,027 | | \$ |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile | \$ 91,36 | \$ 93,129 | | \$ |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ 162,843 | \$ \$ 165,985 | 3.22 | \$ 534,47 |
| 10.09.922 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile | \$ 325,778 | | | \$ |
| 10.09.923 | Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ 488,66 | | | \$ |
| 10.09.924 | Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ 651,550 | \$ 664,125 | | \$ |
| 10.10 10.10.110 | Track new construction: Non-ballasted Direct Fixation Track - 1 Track | Davida Maila | \$ 1.012.40 | 4 047 463 | | \$ 29,385,01 |
| 10.10.110 | Direct Fixation Track - 2 Track | Route Mile Route Mile | \$ 1,812,49° \$ 3,624,43° | | 5.68 | \$ 20,983,95 |
| 10.10.140 | Direct Fixation Track - 4 Track | Route Mile | \$ 7,293,86 | | 1.13 | \$ 8,401,06 |
| 10.10.210 | Independent Dual Block Track - 1 Track | Route Mile | \$ 3,338,72 | | 1.13 | \$ 8,401,00 |
| 10.10.220 | Independent Dual Block Track - 2 Track | Route Mile | \$ 6,676,744 | | | Ś |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile | \$ 13,353,468 | | | \$ |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | | \$ | - | | \$ 10,334,12 |
| 10.14.100 | Direct Fixation Turnout (60 MPH) | EA | \$ 477,018 | \$ 486,221 | | \$ |
| 10.14.105 | Direct Fixation Turnout (80 MPH) | EA | \$ 630,650 | \$ 642,816 | | \$ |
| 10.14.110 | Direct Fixation Turnout (110 MPH) | EA | \$ 887,32 | \$ 904,444 | 4.00 | \$ 3,617,77 |
| 10.14.115 | Direct Fixation Turnout (150 MPH) | EA | \$ 1,220,87 | | | \$ |
| 10.14.130 | Direct Fixation Crossover (60 MPH) | EA | \$ 879,26 | | | \$ |
| 10.14.135 | Direct Fixation Crossover (80 MPH) | EA | \$ 1,188,51 | | | \$ |
| 10.14.140 | Direct Fixation Crossover (110 MPH) | EA | \$ 1,647,30 | | 4.00 | \$ 6,716,34 |
| 10.14.145 10.14.199 | Direct Fixation Crossover (150 MPH) Ballasted Turnout (25 MPH) | EA | \$ 2,254,990 | | | \$ |
| 10.14.199 | Ballasted Turnout (60 MPH) | EA | \$ 130,500 \$ 396,172 | | | \$ |
| 10.14.205 | Ballasted Turnout (80 MPH) | EA EA | \$ 396,172 \$ 533,622 | | | \$ \$ |
| 10.14.210 | Ballasted Turnout (110 MPH) | EA | \$ 739,770 | | | \$ |
| 10.14.215 | Ballasted Turnout (150 MPH) | EA | \$ 1,012,686 | | | \$ |
| 10.14.300 | Ballasted Crossover (60 MPH) | EA | \$ 731,709 | | | Ś |
| 10.14.305 | Ballasted Crossover (80 MPH) | EA | \$ 986,399 | | | Ś |
| 10.14.310 | Ballasted Crossover (110 MPH) | EA | \$ 1,372,40 | | | \$ |
| 10.14.315 | Ballasted Crossover (150 MPH) | EA | \$ 1,877,81 | | | \$ |
| 10.14.400 | Terminal - Bumping Post | EA | \$ 27,76 | \$ 28,299 | | \$ |
| 20.01 | Station buildings: Intercity passenger rail only | | | | | \$ 81,266,55 |
| 20.01.100 | Anaheim Station | LS | \$ 94,508,72 | | | \$ |
| 20.01.105 | Millbrae Station | LS | \$ 24,939,81 | | | \$ |
| 20.01.105 | Millbrae Station - Site Elements | LS | \$ 24,939,819 | | | \$ |
| 20.01.110 | LA Union Station | LS | \$ 193,627,800 | | | \$ |
| 20.02.200 | Redwood/Palo Alto Station | LS | \$ 51,451,014 | | | \$ |
| 20.02.201 20.02.205 | Redwood/Palo Alto Station - Site Elements Norwalk Station | LS | \$ 6,667,75 | | | \$ |
| 20.02.205 | Norwalk Station - Site Elements | LS | \$ 46,561,775 \$ 18,939,700 | | | \$ |
| 20.02.210 | Tulare Station | LS LS | \$ 18,939,700 \$ 55,108,000 | | | \$ |
| 20.02.211 | Tulare Station - Site Elements | LS | \$ 19,174,75 | | | \$ \$ |
| 20.02.215 | Gilroy Station | LS | \$ 68,723,79 | | | \$ |
| 20.02.216 | Gilroy Station - Site Elements | LS | \$ 9,586,06 | | | Ś |
| 20.02.220 | Burbank Station | LS | \$ 61,155,850 | | | Ś |
| 20.02.221 | Burbank Station - Site Elements | LS | \$ 13,393,013 | | | \$ |
| 20.02.225 | San Jose Station | LS | \$ 70,224,92 | | | \$ |
| 20.02.226 | San Jose Station-Site Elements | LS | \$ 11,447,01 | | | \$ |
| | Merced Station | LS | \$ 65,035,950 | | | \$ |
| 20.02.230 | meroca dation | LU | | | | Y |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | | IIT PRICE d Quarter 2009) | UNIT PRICE (3rd Quarter | Su | NO-B bsect oth Er | |
|---|---|--|---|--|--|------------------------|---|--|
| | | | | 2009) | 2010) | QTY | | COST |
| 20.02.235 | Fresno Station | LS | \$ | 65,863,950 | | | \$ | |
| 20.02.236 | Fresno Station - Site Elements Relaxefield Station | LS | \$ | 9,639,938 | | 4.00 | \$ | 50.040.40 |
| 20.02.240 20.02.241 | Bakersfield Station Bakersfield Station - Site Elements | LS LS | \$ \$ | 67,643,575 12,084,938 | \$ 68,948,488 \$ 12,318,069 | 1.00 1.00 | \$ | 68,948,48 12,318,06 |
| 20.02.245 | Palmdale Station | LS | \$ | 68,151,875 | | 1.00 | \$ | 12,310,00 |
| 20.02.246 | Palmdale Station - Site Elements | LS | \$ | 16,760,249 | \$ 17,083,571 | | \$ | |
| 20.02.250 | Sylmar Station | LS | \$ | 68,151,875 | \$ 69,466,593 | | \$ | |
| 20.02.251 | Sylmar Station - Site Elements | LS | \$ | 20,560,115 | \$ 20,956,740 | | \$ | |
| 20.02.300 | At-Grade Station | LS | \$ | - | \$ 68,000,000 | | \$ | |
| 20.06 20.06.120 | Pedestrian / bike access and accommodation, landscaping, parking lots Pedestrian Access (Cut & Cover) | 15 | ¢ | 10.240 | ć 10.004 | | \$ | 1,985,12 |
| 20.06.140 | Pedestrian Plaza | LF SF | \$ | 18,340 33 | \$ 18,694 \$ 34 | 30,000.00 | \$ | 1,008,3 |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | \$ | 287,837 | \$ 293,389 | 1.00 | \$ | 293,3 |
| 20.06.210 | Parking - At Grade | STL | \$ | 3,330 | \$ 3,394 | | \$ | |
| 20.06.250 | Parking - Structured (Above Grade) | STL | \$ | 21,812 | \$ 22,233 | | \$ | |
| 20.06.800 | Landscaping Allowance | SF | \$ | 3 | \$ 3 | 150,000.00 | \$ | 504,5 |
| 20.06.810 | Landscaping Allowance, Guideway | Route Mile | \$ | 175,476 | \$ 178,861 | 1.00 | \$ | 178,8 |
| 20.07 | Automobile, bus, van accessways including roads | | | | | | ۲, | |
| 30.02 30.02.010 | Light maintenance facility Light Maintenance Facility (LMF) | EA | Ś | 105,006,028 | \$ 107,031,700 | | \$ | |
| 30.03 | Heavy maintenance facility | EA | ۶ | 103,000,028 | ÷ 107,031,700 | | \$ | |
| 30.03.010 | Heavy Maintenance Facility (HMF) | EA | \$ | 223,630,679 | \$ 227,944,740 | | \$ | |
| 30.04 | Storage or maintenance-of-way building/bases | | | | | | \$ | |
| 30.04.010 | Maintenance of Way Facility (MOWF) | EA | \$ | 11,711,592 | \$ 11,937,521 | | \$ | |
| 30.05 | Yard and yard track | | | | | | \$ | |
| 30.05.110 | Ballasted Track - Yard Track | Route Mile | \$ | 1,686,767 | \$ 1,719,306 | | \$ | |
| 30.05.200 30.05.210 | Ballasted Turnout, No. 15 Ballasted Diamond Crossover, No. 15 | EA | \$ | 404,233 | \$ 412,031 | | \$ | |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | EA TF | \$ | 574,336 1,283 | \$ 585,415 \$ 1,308 | | \$ | |
| 40.01 | Demolition, clearing, site preparation | | 7 | 1,203 | J 1,308 | | \$ | |
| 40.01.010 | Demolition, Allowance, Bridge | SF | \$ | 26 | \$ 27 | | \$ | |
| 40.01.050 | Demolition Allowance, Building (1 Story) | SF | \$ | 14 | \$ 14 | | \$ | |
| 40.01.060 | Demolition Allowance, Building (2 Story) | SF | \$ | 27 | \$ 28 | | \$ | |
| 40.01.110 | Demolition Allowance, Asphalt Pavement | SY | \$ | 56 | \$ 57 | | \$ | |
| 40.01.140 | Demolition Allowance, Concrete Curb | LF | \$ | 13 | \$ 13 | | \$ | |
| 40.01.150 | Demolition Allowance, Concrete Sidewalk | SY | \$ | 41 | \$ 42 | | \$ | |
| 40.01.810 40.01.900 | Demolition Allowance, Remove Railroad Track Miscellanous Excavation & Support Items | Route Mile | \$ \$ | 169,459 | \$ 172,728 | | \$ | |
| 40.01.999 | Maintenance Of Traffic | LS LS | Ş | 2,224 | \$ 2,267 | 5% | \$ | |
| 40.02 | Site utilities, utility relocation | | | | | 370 | \$ | 12,053,2 |
| 40.02.001 | Utility Relocation Allowance, Level 1 | Route Mile | \$ | 1,099,949 | \$ 1,121,169 | | \$ | , , |
| 40.02.002 | Utility Relocation Allowance, Level 2 | Route Mile | \$ | 1,978,427 | \$ 2,016,593 | | \$ | |
| 40.02.003 | Utility Relocation Allowance, Level 3 | Route Mile | \$ | 3,267,072 | \$ 3,330,097 | | \$ | |
| 40.02.004 | Utility Relocation Allowance, Level 4 | Route Mile | \$ | 3,906,355 | \$ 3,981,713 | | \$ | |
| 40.02.005 40.02.060 | Utility Relocation Allowance, Level 5 Major Utility Relocation, Aerial Transmission Line | Route Mile | \$ \$ | 4,927,149 | \$ 5,022,198 \$ 8,765,903 | 2.40 | \$ | 12,053,2 |
| 40.02.050 | Site Utility Allowance | EA Route Mile | \$ | 8,600,000 1,660,257 | | | \$ | |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatm | | \$ | - | Ţ 1,032,203 | | \$ | 1,724,2 |
| 40.03.100 | Hazardous Material Removal Allowance, Light | Route Mile | \$ | 188,246 | \$ 191,877 | | \$ | , , |
| 40.03.105 | Hazardous Material Removal Allowance, Medium | Route Mile | \$ | 370,152 | \$ 377,293 | 4.57 | \$ | 1,724,2 |
| 40.03.110 | Hazardous Material Removal Allowance, Heavy | Route Mile | \$ | 555,734 | \$ 566,454 | | \$ | |
| | | | | | | | | |
| 40.03.150 | Removal of Contaminated Soil | CF | \$ | 13 | \$ 14 | | \$ | |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | | \$ | - | 3% | | \$ | 22,552,2 |
| 40.04 40.04.100 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light | Route Mile | \$ | - 583,755 | 3% \$ 595,016 | | \$ | 22,552,2 |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | Route Mile Route Mile | \$ \$ | 583,755 1,634,403 | 3% \$ 595,016 \$ 1,665,932 | | \$ \$ | 22,552,2 |
| 40.04 40.04.100 40.04.105 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy | Route Mile | \$ | - 583,755 | 3% \$ 595,016 | | \$ \$ \$ \$ | 22,552,2 38,724,5 |
| 40.04 40.04.100 40.04.105 40.04.110 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium | Route Mile Route Mile | \$ \$ \$ \$ | 583,755 1,634,403 | 3% \$ 595,016 \$ 1,665,932 | | \$ \$ | |
| 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) | Route Mile Route Mile Route Mile | \$ \$ \$ \$ \$ \$ \$ | 583,755 1,634,403 2,743,574 | 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 | | \$ \$ \$ \$ \$ | |
| 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) | Route Mile Route Mile Route Mile LF LF LF | \$ \$ \$ \$ \$ \$ \$ | 583,755 1,634,403 2,743,574 - 3,029 3,944 5,392 | 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 | | \$ \$ \$ \$ \$ \$ \$ \$ | |
| 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | Route Mile Route Mile Route Mile LF LF LF | \$ \$ \$ \$ \$ \$ \$ | 583,755 1,634,403 2,743,574 - 3,029 3,944 5,392 804 | 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 38,724,5 |
| 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | Route Mile Route Mile Route Mile LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ | 583,755 1,634,403 2,743,574 - 3,029 3,944 5,392 804 1,551 | 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 | 12,153.00 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 38,724,5 |
| 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | Route Mile Route Mile Route Mile LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 583,755 1,634,403 2,743,574 - 3,029 3,944 5,392 804 1,551 1,308 | 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 | 12,153.00 | \$ \$ \$ \$ \$ \$ \$ \$ \$ | 38,724,5 |
| 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) | Route Mile Route Mile Route Mile LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 583,755 1,634,403 2,743,574 - 3,029 3,944 5,392 804 1,551 | 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ | 38,724,5 19,214,4 |
| 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | Route Mile Route Mile Route Mile LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 583,755 1,634,403 2,743,574 3,029 3,944 5,392 804 1,551 1,308 205 | 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 | 12,153.00 44,165.00 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 38,724,5 19,214,4 |
| 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (8' Avg. Height) | Route Mile Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 583,755 1,634,403 2,743,574 - 3,029 3,944 5,392 804 1,551 1,308 | 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ | 38,724,5 19,214,4 |
| 40.04 40.04.100 40.04.105 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.211 40.05.212 40.05.210 40.05.210 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) | Route Mile Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 583,755 1,634,403 2,743,574 3,029 3,944 5,392 804 1,551 1,308 205 | 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 | | \$ | |
| 40.04 40.04.100 40.04.105 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.212 40.05.210 40.05.400 40.05.400 40.05.400 40.05.400 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (6' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic | Route Mile Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 583,755 1,634,403 2,743,574 3,029 3,944 5,392 804 1,551 1,308 205 | 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | | \$ | 38,724,5 19,214,4 17,666,0 1,844,0 |
| 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.999 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (6' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction | Route Mile Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 583,755 1,634,403 2,743,574 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 | 44,165.00 | \$ | 38,724,5 19,214,4 17,666,0 1,844,0 30,069,6 |
| 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.120 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.401 40.05.999 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall -1 Wall (12° Avg. Height) Retaining Wall -1 Wall (20° Avg. Height) Retaining Wall -1 Wall (30° Avg. Height) Containment (Crash) Wall -1 Wall (6° Avg. Height Above Rail) Containment (Crash) Wall -1 Wall (12° Avg. Height Above Rail) Blast Wall (At Stations) -1 Wall (20° Avg. Height Above Platform) Sound Wall -1 Wall (8° Avg. Height) Sound Wall -1 Wall (16° Avg. Height) Intrusion Protection Berm Canal Realignments (10° X 8° Trench) Canal Realignments (65° X 10° Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate | Route Mile Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 583,755 1,634,403 2,743,574 3,029 3,944 5,392 804 1,551 1,308 205 | 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | 44,165.00 | \$ | 38,724,5 19,214,4 17,666,0 1,844,0 30,069,6 173,575,5 |
| 40.04 40.04.100 40.04.105 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 40.05.212 40.05.214 40.05.214 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (3' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (8' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations | Route Mile Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 583,755 1,634,403 2,743,574 3,029 3,944 5,392 804 1,551 1,308 205 | 3% \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | 44,165.00 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 38,724,5 19,214,4 17,666,0 1,844,1 30,069,6 |
| 40.04 40.04.100 40.04.105 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.212 40.05.214 40.05.210 40.05.210 40.05.400 40.05.400 40.05.400 40.05.400 40.05.400 40.05.400 40.06 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | Route Mile Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 583,755 1,634,403 2,743,574 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | 44,165.00 | \$ | 38,724,5 19,214,4 17,666,0 1,844,0 30,069,6 173,575,5 |
| 40.04 40.04.100 40.04.105 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.212 40.05.214 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (3' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (8' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations | Route Mile Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 583,755 1,634,403 2,743,574 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | 44,165.00 | \$ | 38,724, 19,214, 17,666, 1,844, 30,069, 173,575, |
| 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.012 40.05.111 40.05.112 40.05.212 40.05.211 40.05.212 40.05.214 40.05.210 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 40.08.145a 40.08.145a | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (8' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | Route Mile Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF LF | \$ | 583,755 1,634,403 2,743,574 3,029 3,944 5,392 804 1,551 1,308 205 - | \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 4% \$ 3,880,539 \$ 972,574 | 44,165.00 | \$ | 38,724, 19,214, 17,666, 1,844, 30,069, 173,575, |
| 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.120 40.05.212 40.05.211 40.05.212 40.05.310 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 40.08 40.08.145a 40.08.145a 40.08.145a | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (6' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - SR 43 on H alignment | Route Mile Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 583,755 1,634,403 2,743,574 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | 44,165.00 | \$ | 38,724, 19,214, 17,666, 1,844, 30,069, 173,575, |
| 40.04 40.04.100 40.04.105 40.05.012 40.05.020 40.05.030 40.05.111 40.05.122 40.05.212 40.05.212 40.05.211 40.05.212 40.05.400 40.05.401 40.05.402 40.05.404 40.08.405 40.08.145a 40.08.145a 40.08.147a 40.08.322 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (3' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (8' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (5' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - 2 lane retained fill roadway over 2 tracks | Route Mile Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF LF | \$ | 583,755 1,634,403 2,743,574 - 3,029 3,944 5,392 804 1,551 1,308 205 - 136 | \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 4% | 44,165.00 | \$ | 38,724, 19,214, 17,666, 1,844, 30,069, 173,575, |
| 40.04 40.04.100 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.122 40.05.212 40.05.214 40.05.214 40.05.210 40.05.401 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 40.08.145a 40.08.145a 40.08.147a 40.08.322 40.08.324 | Environmental mitigation: wetlands, historic/archeology, parks Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (3' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (10' X 8' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - Pivate Road on H Alignment Roadway Undercrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | Route Mile Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF LF | \$ | \$83,755 1,634,403 2,743,574 - 3,029 3,944 5,392 804 1,551 1,308 205 - 136 - - | \$ 595,016 \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,577,704 \$ 3,080,539 \$ 972,574 \$ 4,045,219 \$ 4,722,173 | 44,165.00 | \$ | 38,724, 19,214, 17,666, 1,844, 30,069, 173,575, |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | | UNIT PRICE (3rd Quarter | | FNO-BFD Subsection: B1 - to South End of Station | | | |
|------------------------|---|---------------------|----------------------------|------------|----------------------------|------------|--|----|------------|--|
| | | | | 2009) | | 2010) | QTY | | COST | |
| | Pedstrain Overcrossing | EA | | | \$ | 2,100,000 | 1.00 | \$ | 2,100,000 | |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | | \$ | - | |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | | \$ | - | |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | \$ | - | |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | \$ | - | |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | \$ | - | |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | \$ | - | |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | 1 | , , | Ś | 5,362,896 | | Ś | - | |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | \$ | - | |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | | \$ | 723,886 | | \$ | - | |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | 1 | | \$ | 5,805,298 | | \$ | _ | |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | 1.00 | \$ | 7,057,967 | |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | Ś | 4,089,716 | | \$ | - | |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | _ | \$ | 15,000,000 | | \$ | _ | |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | _ | Ś | 25,987,089 | | Ś | | |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | \$ | 5,615,692 | | \$ | - | |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | EA | \$ | , , | \$ | 5,444,750 | | \$ | - | |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | \$ | 5,341,703 | \$ | | | \$ | - | |
| 40.08.144 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | | \$ | 6,516,967 | \$ | 6,642,686 | | \$ | - | |
| 40.08.510 | Roadway Modification, New AC Paving | EA SF | \$ | 7,129,564 | \$ | 7,267,100 | | \$ | - | |
| 40.08.520 | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | _ | | 17 | | 18 | 7.005.00 | | 450.00 | |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | SF Barrier Maile | \$ | 21 | \$ | 21 | 7,395.00 | \$ | 158,662 | |
| 40.08.540 | Access Road Entrance Point | Route Mile | \$ | 549,929 | \$ | 560,538 | 0.35 | \$ | 197,462 | |
| 40.08.550 | Streetscaping Allowance | EA | \$ | 31,937 | \$ | 32,553 | 5.00 | \$ | 162,763 | |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert | ESF | \$ | 343 | \$ | 350 | | \$ | - | |
| 40.08.994 | Maintenance Of Traffic | EA | \$ | - | \$ | 20,000 | 50/ | \$ | - | |
| | | LS | | | | | 5% | \$ | 483,843 | |
| 50.01 50.01.010 | Wayside signaling equipment Train Controls (ATC) | 0 | | 4 420 200 | | 4 450 000 | 0.24 | \$ | 12,481,780 | |
| 50.01.010 | | Route Mile | \$ | 1,128,300 | \$ | 1,150,066 | 8.21 | \$ | 9,442,042 | |
| | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | 1.13 | \$ | 1,949,362 | |
| 50.01.020 50.01.021 | Wayside Protection System Wayside Protection System - 4 Tracks | Route Mile | \$ | 108,000 | \$ | 110,083 | 8.21 | \$ | 903,785 | |
| | | Route Mile | \$ | 162,000 | \$ | 165,125 | 1.13 | \$ | 186,591 | |
| 50.01.030 | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | \$ | - | |
| 50.05 | Communications | | | | | | | \$ | 1,883,161 | |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | 8.21 | \$ | 1,606,729 | |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | 1.13 | \$ | 276,432 | |
| 60.02 | Traction power supply: Substations | | | | | | | \$ | 35,395,636 | |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | \$ | 2,471,835 | 8.21 | \$ | 20,293,763 | |
| 60.02.102 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | \$ | 12,103,061 | 1.14 | \$ | 13,797,490 | |
| 60.02.101 | Traction Power Supply- 4 Tracks | Route Mile | \$ | 3,881,250 | \$ | 3,956,123 | | \$ | - | |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | 1.00 | \$ | 786,815 | |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | | \$ | - | |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | \$ | 258,784 | 2.00 | \$ | 517,567 | |
| 60.03 | Traction power distribution: Catenary and third rail | | | | | | | \$ | 20,171,353 | |
| 60.03.100 | Traction Power Distribution | Route Mile | \$ | 2,118,800 | \$ | 2,159,674 | 9.34 | \$ | 20,171,353 | |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | | \$ | - | |
| 60.03.100 | Traction Power Distribution- 4 Tracks | Route Mile | \$ | 3,178,200 | \$ | 3,239,511 | | \$ | | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: uth End of Station |
|--------------------------|---|--------------------------|----------------------------------|--------------------------------|--------------|---|
| | | | 2009) | 2010) | QTY | соѕт |
| 10.01 | Track structure: Viaduct | | | | | \$ 491,505,339 |
| 10.01.122 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | | | \$ - |
| 10.01.123 | Elevated Structure - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 45,285,042 | | | \$ - |
| 10.01.124 10.01.125 | Elevated Structure - 1 Track (40' Avg. Pier Ht) Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile Route Mile | \$ 46,232,612 \$ 47,180,084 | | | \$ - \$ - |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 64,502,791 | | | \$ - |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 66,081,681 | \$ 67,356,463 | | \$ - |
| 10.01.222 | Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | 0.14 | \$ 6,258,270 |
| 10.01.223 | Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 52,578,482 | \$ 53,592,774 | 0.24 | \$ 12,687,683 |
| 10.01.224 | Elevated Structure - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 53,525,409 | \$ 54,557,967 | 0.90 | \$ 49,081,505 |
| 10.01.225 10.01.226 | Elevated Structure - 2 Track (50' Avg. Pier Ht) Elevated Structure - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 54,473,243 | | 1.00 | \$ 55,734,405 |
| 10.01.227 | Elevated Structure - 2 Track (60 Avg. Pier Ht) Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile Route Mile | \$ 71,796,207 \$ 73,374,892 | \$ 73,181,228 \$ 74,790,367 | 1.98 0.67 | \$ 145,101,188 \$ 49,803,585 |
| 10.01.242 | Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 82,812,928 | | 0.07 | \$ 49,803,383 |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 101,501,272 | | 0.36 | \$ 37,229,684 |
| 10.01.244 | Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 103,395,885 | \$ 105,390,496 | 0.66 | \$ 69,162,513 |
| 10.01.245 | Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile | \$ 105,253,245 | \$ 107,283,686 | | \$ - |
| 10.01.246 | Elevated Structure - 4 Track (60' Avg. Pier Ht) | Route Mile | \$ 141,642,485 | | | \$ - |
| 10.01.247 | Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile | \$ 144,884,105 | \$ 147,679,065 | | \$ - |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 39,541,927 | \$ 40,304,730 | 0.03 | \$ - |
| 10.01.323 10.01.324 | Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 49,862,619 \$ 50,914,824 | | 0.03 | \$ 1,443,878 \$ 5,897,389 |
| 10.01.325 | Elevated Structure (LS) - 1 Track (40 Avg. Pier Hr) Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile Route Mile | \$ 50,914,824 \$ 51,967,437 | \$ 51,897,022 \$ 52,969,941 | 0.11 0.37 | |
| 10.01.326 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 62,798,549 | \$ 64,009,996 | 0.57 | \$ 19,562,762 |
| 10.01.327 | Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 64,181,981 | \$ 65,420,116 | | \$ - |
| 10.01.422 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 47,694,536 | \$ 48,614,611 | | \$ - |
| 10.01.423 | Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 58,014,969 | \$ 59,134,136 | | \$ - |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 59,067,487 | \$ 60,206,958 | | \$ - |
| 10.01.425 | Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 60,120,295 | \$ 61,280,076 | | \$ - |
| 10.01.426 | Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 70,951,046 | \$ 72,319,762 | | \$ - |
| 10.01.427 | Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 72,334,586 | | | \$ - |
| 10.01.431 | Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | Route Mile | \$ 235,649,714 | | | \$ - |
| 10.01.432 | Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) | Route Mile | \$ 239,350,822 | \$ 243,968,140 | | \$ - |
| 10.01.512 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 70,118,523 | | | \$ - \$ - |
| 10.01.514 | Elevated Structure Straddle over 2 RR - 1 Track (30 Avg. Pier Ht) | Route Mile Route Mile | \$ 74,724,468 \$ 76,108,232 | | | \$ - \$ - |
| 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 77,528,913 | | | \$ - |
| 10.01.516 | Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 78,976,112 | | | \$ - |
| 10.01.522 | Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 77,411,338 | | | \$ - |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 82,017,601 | | | \$ - |
| 10.01.524 | Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 83,401,267 | \$ 85,010,162 | | \$ - |
| 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 84,822,267 | | | \$ - |
| 10.01.526 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 86,267,477 | | | \$ - |
| 10.01.612 | Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 111,218,191 | | | \$ - |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 116,892,249 | | | \$ - |
| 10.01.614 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 119,418,218 \$ 121,907,137 | | | \$ - |
| 10.01.622 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) | Route Mile Route Mile | \$ 121,907,137 | | | \$ - |
| 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 124,185,450 | | | \$ - |
| 10.01.624 | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 126,711,251 | | | \$ - |
| 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 129,200,143 | | | \$ - |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 131,726,304 | \$ 134,267,437 | | \$ - |
| 10.01.700 | Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 126,282,645 | \$ 128,718,764 | | \$ - |
| 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 131,933,691 | | 0.12 | \$ 16,137,459 |
| 10.01.702 | Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 134,449,679 | | | \$ - |
| 10.01.944 10.01.950 | Elevated Structure - 2 Track w/ 2 Single Trenches PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile | \$ - \$ 44,000,000 | \$ - \$ 44,848,804 | | \$ - \$ - |
| 10.01.951 | PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks | Route Mile Route Mile | \$ 44,000,000 \$ 58,000,000 | | | \$ - |
| 10.01.960 | Stream Crossings HST Structure Box Culverts | EA | \$ 20,000 | | | \$ - |
| 10.01.999 | Maintenance Of Traffic | LS | 20,000 | 20,550 | 5% | \$ 23,405,016 |
| 10.02 | Track structure: Major/Movable bridge | | \$ - | | | \$ 3,677,623 |
| 10.02.013 | Bridge Structure - 3 span with 1 Track | Route Mile | \$ 47,326,516 | \$ 48,239,492 | | \$ - |
| 10.02.023 | Bridge Structure - 3 span with 2 Track | Route Mile | \$ 66,899,099 | | | \$ - |
| 10.02.043 | Bridge Structure - 3 span with 4 Track | Route Mile | \$ 100,045,360 | \$ 101,975,335 | | \$ - |
| 10.02.044a | Bridge Structure - 2 Track Steel Truss Bridges | Route Mile | \$ - | \$ 12,077,578 | 0.29 | \$ 3,502,498 |
| 10.02.045a | Bridge Structure - SJVR Spur - Trench Cover | EA | \$ - | \$ 1,564,672 | | \$ - |
| 10.02.046a 10.02.047a | Bridge Structure - SJVR Spur - Rail Bridge Bridge Structure - Dry Creek Canal Water bridge | EA EA | \$ - \$ - | \$ 1,289,565 \$ 3,283,677 | | \$ - \$ - |
| 10.02.999 | Maintenance Of Traffic | LS | _ | \$ 3,283,677 | 5% | \$ 175,125 |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) | | \$ - | | 3,0 | \$ 6,652,762 |
| 10.05.111 | At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) | Route Mile | \$ 1,919,183 | \$ 1,956,206 | | \$ - |
| 10.05.112 | At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,040,609 | | | \$ - |
| 10.05.113 | At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) | Route Mile | \$ 4,437,362 | | | \$ - |
| 10.05.114 | At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 6,095,891 | \$ 6,213,487 | | \$ - |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 2,527,904 | | | \$ - |
| 10.05.122 | At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,873,994 | | 0.78 | \$ 3,080,007 |
| 10.05.123 | At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | \$ 5,488,286 | | 0.06 | \$ 335,650 |
| 10.05.124 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 7,375,140 | | | \$ - |
| | THE STREET TRUCK PORT IN COLUMN 190 FAVO. LAG DEDUIT | Route Mile | \$ 17,706,798 | \$ 18,048,380 | i | \$ - |
| 10.05.126 10.05.128 | At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile | \$ 32,673,082 | | | \$ - |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: ith End of Station |
|------------------------|--|--------------------------|--------------------------------|----------------------------|--------------|---|
| | | | 2009) | 2010) | QTY | COST |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ 77,047,58 | 0 \$ 78,533,905 | | \$ |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | \$ 3,555,97 | 9 \$ 3,624,578 | | \$ |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ 5,002,16 | | | \$ |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,255,78 | | | \$ |
| 10.05.212 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,824,12 | | | \$ |
| 10.05.213 10.05.214 | At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile | \$ 2,574,07 | . , , | | \$ |
| 10.05.214 | At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,508,47 | | 0.64 | \$ |
| 10.05.222 | At-Grade Track-bed in Fill - 2 Track (3 Avg. Fill Ht) | Route Mile Route Mile | \$ 1,804,47 \$ 2,514,96 | | 0.64 0.68 | \$ 1,177,140 \$ 1,743,160 |
| 10.05.223 | At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile | \$ 2,514,96 \$ 3,420,41 | | 0.08 | \$ 1,743,100 |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ 4,498,94 | | | \$ |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ 10,874,06 | | | Ś |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ 20,392,30 | | | Ś |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ 33,180,09 | | | \$ |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ 48,985,26 | | | \$ |
| 10.05.241 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ 2,473,68 | 4 \$ 2,521,404 | | \$ |
| 10.05.261 | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,162,05 | 0 \$ 3,223,050 | | \$ |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ 5,441,10 | 5 \$ 5,546,070 | | \$ |
| 10.05.999 | Maintenance Of Traffic | LS | | | 5% | \$ 316,79 |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | | | | | \$ |
| 10.06.210 | At-Grade Track-bed with Closed Drainage - 1 Track | Route Mile | \$ 1,366,38 | | | \$ |
| 10.06.220 | At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | \$ 2,168,93 | | | \$ |
| 10.06.230 | At-Grade Track-bed with Closed Drainage - 3 Track | Route Mile | \$ 2,660,84 | | | \$ |
| 10.06.240 10.06.999 | At-Grade Track-bed with Closed Drainage - 4 Track Maintenance Of Traffic | Route Mile | \$ 3,039,42 | 0 \$ 3,098,053 | F0/ | \$ |
| 10.07 | Track structure: Tunnel | LS | | | 5% | \$ |
| 10.07.101 | TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ 121,440,00 | 0 \$ 123,782,700 | | \$ |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ 179,520,00 | | | \$ |
| 10.07.103 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ 158,400,00 | | | Ś |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | \$ 300,960,00 | | | Š |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | \$ 227,040,00 | | | \$ |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ 205,920,00 | | | \$ |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ 464,640,00 | 0 \$ 473,603,373 | | \$ |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | \$ 147,840,00 | 0 \$ 150,691,982 | | \$ |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ 364,320,00 | 0 \$ 371,348,099 | | \$ |
| 10.07.205 | D&B Double Track Tunnel 50ft ID in hard rock (competent) | Route Mile | \$ 232,320,00 | 0 \$ 236,801,686 | | \$ |
| 10.07.206 | D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile | \$ 485,760,00 | 0 \$ 495,130,799 | | \$ |
| 10.07.301 | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile | \$ 374,880,00 | | | \$ |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ 454,080,00 | | | \$ |
| 10.07.303 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ 269,280,00 | | | \$ |
| 10.07.304 10.07.305 | SEM Double Track Tunnel 40ft ID in soft ground (poor) | Route Mile | \$ 306,240,00 | | | \$ |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (competent) SEM Double Track Tunnel 50ft ID in soft ground (poor) | Route Mile | \$ 396,000,00 | | | \$ \$ |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile Route Mile | \$ 448,800,00 \$ 237,600,00 | | | \$ |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ 274,560,00 | | | \$ |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ 179,520,00 | | | Ś |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ 248,160,00 | | | Ś |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) | Route Mile | \$ 290,400,00 | | | Ś |
| 10.07.406 | RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ 401,280,00 | | | Ś |
| 10.07.207 | D&B Cross Passage conservative cost in rock | Linear Feet | \$ 28,00 | | | \$ |
| 10.07.407 | RH Cross Passage conservative cost in soft rock | Linear Feet | \$ 25,00 | 0 \$ 25,482 | | \$ |
| 10.07.501 | Cross Passage in Soft Ground (competent) | Linear Feet | \$ 33,00 | 0 \$ 33,637 | | \$ |
| 10.07.502 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ 84,00 | 0 \$ 85,620 | | \$ |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 90,688,40 | | | \$ |
| 10.07.115 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 107,082,44 | | | \$ |
| 10.07.116 | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 135,385,06 | | | \$ |
| 10.07.214 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 141,194,36 | | | \$ |
| 10.07.215 | Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 163,855,98 | | | \$ |
| 10.07.216 | Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 202,718,33 | | | \$ |
| 10.07.224 | Cut & Cover Box - 2 Track/ 2 Box (40' Avg. Exc Depth) Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile | \$ 189,027,41 | | | \$ |
| 10.07.225 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | \$ 221,996,33 \$ 278,841,07 | . , , | | \$ \$ |
| 10.07.414 | Cut & Cover Box - 2 Track / 2 Box (60 Avg. Exc Depth) Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 278,841,07 \$ 206,677,66 | | | \$ |
| 10.07.415 | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) | Route Mile Route Mile | \$ 237,737,30 | | | \$ |
| 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 291,302,75 | | | \$ |
| 10.07.526a | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile | \$ | - \$ 434,924,098 | | \$ |
| 10.07.801 | Ventilation Shaft | VF | \$ 13,62 | | | \$ |
| 10.07.802 | Mid-Line Ventilation Structure | LS | \$ 8,742,98 | | | \$ |
| 10.07.803 | Tunnel Portal Structure | LS | \$ 8,089,10 | | | \$ |
| 10.07.805 | Emergency Access Shaft | VF | \$ 22,52 | | | \$ |
| 10.07.850 | Pumping Station | EA | \$ 212,31 | 0 \$ 216,405 | | \$ |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) | Route Mile | \$ 7,354,99 | | | \$ |
| 10.07.902 | Mechanical & Electrical Allowance for Underground (Double) | Route Mile | \$ 14,710,17 | | | \$ |
| 10.07.920 | Ventilation Equipment Allowance | EA | \$ 2,211,10 | | | \$ |
| 10.07.922 | Double Deck - 2 Track Trench on Top of 2 Track C&C Box | Route Mile | \$ 210,906,24 | | | \$ |
| 10.07.950 | Allowance for Construction Monitoring | Route Mile | \$ 145,93 | 9 \$ 148,754 | | \$ 7,400,63 |
| 10.08 | Track structure: Retaining walls and systems | | 6 25 222 | 6 6 25 22 2 | | \$ 7,488,63 |
| 10.08.211 10.08.212 | Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 25,829,57 | | | \$ |
| 10.08.212 | Retained Cut, Trench - 1 Track (20 Avg. Exc Depth) Retained Cut, Trench - 1 Track (30' Avg. Exc Depth) | Route Mile Route Mile | \$ 67,586,12 \$ 127,460,00 | | | \$ |
| | | | | | | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: th End of Station |
|------------------------|---|--------------------------|----------------------------------|----------------------------------|------|--|
| | | | 2009) | 2010) | QTY | COST |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,868 | \$ 93,174,275 | | \$ - |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | \$ 163,304,293 | \$ 166,454,597 | | \$ - |
| 10.08.224 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | | \$ 297,368,910 | | \$ - |
| 10.08.241 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | Route Mile | \$ 47,685,463 | | | \$ - |
| 10.08.242 | Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) | Route Mile | | \$ 113,525,265 | | \$ - |
| 10.08.243 10.08.344 | Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile | \$ 192,038,567 | \$ 195,743,184 | | \$ - \$ - |
| 10.08.346 | Retained Cut, Staged Trench - 4 Track (40 Avg. Exc Depth) Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile Route Mile | \$ 295,374,114 \$ 356,356,513 | \$ 301,072,178 \$ 363,230,988 | | \$ - |
| 10.08.411 | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 8,667,052 | \$ 8,834,248 | | \$ - |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 24,952,856 | \$ 25,434,222 | | \$ - |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 43,794,002 | \$ 44,638,832 | | \$ - |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,335,195 | \$ 9,515,280 | | \$ - |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,915,008 | \$ 26,414,935 | 0.27 | \$ 7,132,032 |
| 10.08.423 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 45,060,437 | \$ 45,929,698 | | \$ - |
| 10.08.432 | Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,723,268 | | | \$ - |
| 10.08.441 | Retained Fill, Walls Both Sides - 4 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,573,053 | \$ 9,757,727 | | \$ - |
| 10.08.442 10.08.461 | Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 26,163,983 | \$ 26,668,712 | | \$ - |
| 10.08.999 | Maintenance Of Traffic | Route Mile LS | \$ 9,858,094 | \$ 10,048,266 | 5% | \$ - \$ 356,602 |
| 10.09 | Track new construction: Conventional ballasted | L | \$ - | | 370 | \$ 6,143,323 |
| 10.09.110 | Ballasted Track - 1 Track | Route Mile | \$ 1,820,565 | \$ 1,855,686 | | \$ 0,143,323 |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | \$ 1,221,280 | \$ 1,244,839 | | \$ - |
| 10.09.120 | Ballasted Track - 2 Track | Route Mile | \$ 3,416,549 | \$ 3,482,458 | | \$ - |
| 10.09.122 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile | \$ 2,423,901 | \$ 2,470,660 | 2.42 | \$ 5,978,998 |
| 10.09.240 | Ballasted Track - 2 Track (Station Track) | Route Mile | \$ 7,244,923 | \$ 7,384,685 | | \$ - |
| 10.09.132 | Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | \$ 3,580,069 | \$ 3,649,132 | | \$ - |
| 10.09.142 | Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ 4,521,614 | \$ 4,608,840 | | \$ - |
| 10.09.162 | Ballasted Track (Track Laying Machine) - 6 Track | Route Mile | \$ 6,782,421 | \$ 6,913,261 | | \$ - |
| 10.09.810 10.09.820 | Ballasted Freight Track - 1 Track Ballasted Freight Track - 2 Track | Route Mile | \$ 1,554,241 | \$ 1,584,224 | | \$ - |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile | \$ 3,089,739 | \$ 3,149,343 | | \$ - \$ - |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile Route Mile | \$ 4,645,413 \$ 91,367 | \$ 4,735,027 \$ 93,129 | | \$ - |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ 162,843 | \$ 165,985 | 0.99 | \$ 164,325 |
| 10.09.922 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile | \$ 325,778 | \$ 332,063 | 0.55 | \$ - |
| 10.09.923 | Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ 488,667 | \$ 498,094 | | \$ - |
| 10.09.924 | Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ 651,556 | \$ 664,125 | | \$ - |
| 10.10 | Track new construction: Non-ballasted | | \$ - | | | \$ 29,644,082 |
| 10.10.110 | Direct Fixation Track - 1 Track | Route Mile | | \$ 1,847,462 | | \$ - |
| 10.10.120 | Direct Fixation Track - 2 Track | Route Mile | \$ 3,624,438 | | 5.73 | \$ 21,168,668 |
| 10.10.140 | Direct Fixation Track - 4 Track | Route Mile | \$ 7,293,868 | \$ 7,434,574 | 1.14 | \$ 8,475,414 |
| 10.10.210 10.10.220 | Independent Dual Block Track - 1 Track Independent Dual Block Track - 2 Track | Route Mile Route Mile | \$ 3,338,726 \$ 6,676,744 | \$ 3,403,134 \$ 6,805,545 | | \$ - \$ - |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile | \$ 13,353,468 | \$ 13,611,070 | | \$ - |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | Noute mile | \$ - | ψ 15,011,070 | | \$ 5,296,864 |
| 10.14.100 | Direct Fixation Turnout (60 MPH) | EA | \$ 477,018 | \$ 486,221 | | \$ - |
| 10.14.105 | Direct Fixation Turnout (80 MPH) | EA | \$ 630,650 | | | \$ - |
| 10.14.110 | Direct Fixation Turnout (110 MPH) | EA | \$ 887,327 | | 4.00 | \$ 3,617,777 |
| 10.14.115 | Direct Fixation Turnout (150 MPH) | EA | \$ 1,220,877 | | | \$ - |
| 10.14.130 | Direct Fixation Crossover (60 MPH) | EA | \$ 879,265 | | | \$ - |
| 10.14.135 10.14.140 | Direct Fixation Crossover (80 MPH) Direct Fixation Crossover (110 MPH) | EA | \$ 1,188,515 | | 1.00 | \$ - |
| 10.14.145 | Direct Fixation Crossover (170 MPH) | EA EA | \$ 1,647,309 \$ 2,254,990 | \$ 1,679,087 \$ 2,298,491 | 1.00 | \$ 1,679,087 \$ - |
| 10.14.199 | Ballasted Turnout (25 MPH) | EA | \$ 130,500 | \$ 133,017 | | \$ - |
| 10.14.200 | Ballasted Turnout (60 MPH) | EA | \$ 396,172 | | | \$ - |
| 10.14.205 | Ballasted Turnout (80 MPH) | EA | \$ 533,623 | · · | | \$ - |
| 10.14.210 | Ballasted Turnout (110 MPH) | EA | \$ 739,770 | \$ 754,041 | | \$ - |
| 10.14.215 | Ballasted Turnout (150 MPH) | EA | \$ 1,012,686 | \$ 1,032,221 | | \$ - |
| 10.14.300 | Ballasted Crossover (60 MPH) | EA | \$ 731,709 | | | \$ - |
| 10.14.305 | Ballasted Crossover (80 MPH) | EA | \$ 986,399 | | | \$ - |
| 10.14.310 | Ballasted Crossover (110 MPH) | EA | \$ 1,372,407 | \$ 1,398,882 | | \$ - |
| 10.14.315 10.14.400 | Ballasted Crossover (150 MPH) Terminal - Bumping Post | EA EA | \$ 1,877,814 \$ 27,763 | \$ 1,914,039 \$ 28,299 | | \$ - \$ - |
| 20.01 | Station buildings: Intercity passenger rail only | EA | \$ 27,703 | \$ 20,233 | | \$ 81,266,556 |
| 20.01.100 | Anaheim Station | LS | \$ 94,508,725 | \$ 96,331,893 | | \$ - |
| 20.01.105 | Millbrae Station | LS | \$ 24,939,819 | | | \$ - |
| 20.01.105 | Millbrae Station - Site Elements | LS | \$ 24,939,819 | | | \$ - |
| 20.01.110 | LA Union Station | LS | \$ 193,627,800 | \$ 197,363,075 | | \$ - |
| 20.02.200 | Redwood/Palo Alto Station | LS | \$ 51,451,014 | | | \$ - |
| 20.02.201 | Redwood/Palo Alto Station - Site Elements | LS | \$ 6,667,755 | | | \$ - |
| 20.02.205 | Norwalk Station | LS | \$ 46,561,775 | | | \$ - |
| 20.02.206 20.02.210 | Norwalk Station - Site Elements Tulare Station | LS | \$ 18,939,701 | | | \$ - |
| 20.02.210 | Tulare Station Tulare Station - Site Elements | LS | \$ 55,108,000 | | | \$ - |
| 20.02.211 | Gilroy Station | LS LS | \$ 19,174,756 \$ 68,723,791 | \$ 19,544,656 \$ 70,049,542 | | \$ - \$ - |
| 20.02.216 | Gilroy Station - Site Elements | LS | \$ 9,586,063 | | | \$ - |
| 20.02.220 | Burbank Station | LS | \$ 61,155,850 | | | \$ - |
| 20.02.221 | Burbank Station - Site Elements | LS | \$ 13,393,012 | | | \$ - |
| 20.02.225 | San Jose Station | LS | \$ 70,224,925 | | | \$ - |
| 20.02.226 | San Jose Station-Site Elements | LS | \$ 11,447,016 | | | \$ - |
| 20.02.230 | Merced Station | LS | \$ 65,035,950 | \$ 66,290,559 | | \$ - |
| 20.02.231 | Merced Station - Site Elements | | \$ 18,942,953 | | | \$ - |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | (3r | IIT PRICE d Quarter 2009) | UNIT PRICE (3rd Quarter | Su | NO-B bsect oth En | |
|---|--|---|---|--|--|------------------------|---|---|
| | | | | 2009) | 2010) | QTY | | COST |
| 20.02.235 | Fresno Station | LS | \$ | 65,863,950 | | | \$ | |
| 20.02.236 | Fresno Station - Site Elements | LS | \$ | 9,639,938 | | 4.00 | \$ | 50.040.40 |
| 20.02.240 20.02.241 | Bakersfield Station Bakersfield Station - Site Elements | LS LS | \$ | 67,643,575 12,084,938 | \$ 68,948,488 \$ 12,318,069 | 1.00 1.00 | \$ \$ | 68,948,48 12,318,06 |
| 20.02.245 | Palmdale Station | LS | \$ | 68,151,875 | | 1.00 | \$ | 12,310,00 |
| 20.02.246 | Palmdale Station - Site Elements | LS | \$ | 16,760,249 | \$ 17,083,571 | | \$ | |
| 20.02.250 | Sylmar Station | LS | \$ | 68,151,875 | \$ 69,466,593 | | \$ | |
| 20.02.251 | Sylmar Station - Site Elements | LS | \$ | 20,560,115 | \$ 20,956,740 | | \$ | |
| 20.02.300 | At-Grade Station | LS | \$ | - | \$ 68,000,000 | | \$ | 4 005 4 |
| 20.06 20.06.120 | Pedestrian / bike access and accommodation, landscaping, parking lots Pedestrian Access (Cut & Cover) | LF | \$ | 18,340 | \$ 18,694 | | \$ | 1,985,1 |
| 20.06.140 | Pedestrian Plaza | SF | \$ | 33 | \$ 18,094 | 30,000.00 | \$ | 1,008,3 |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | \$ | 287,837 | \$ 293,389 | 1.00 | \$ | 293,3 |
| 20.06.210 | Parking - At Grade | STL | \$ | 3,330 | \$ 3,394 | | \$ | |
| 20.06.250 | Parking - Structured (Above Grade) | STL | \$ | 21,812 | \$ 22,233 | | \$ | |
| 20.06.800 20.06.810 | Landscaping Allowance | SF | \$ | 3 | \$ 3 | 150,000.00 | \$ | 504,5 |
| 20.06.810 | Landscaping Allowance, Guideway Automobile, bus, van accessways including roads | Route Mile | \$ | 175,476 | \$ 178,861 | 1.00 | \$ | 178,8 |
| 30.02 | Light maintenance facility | | | | | | \$ | |
| 30.02.010 | Light Maintenance Facility (LMF) | EA | Ś | 105,006,028 | \$ 107,031,700 | | \$ | |
| 30.03 | Heavy maintenance facility | | | ,,. | , , , , , , | | \$ | |
| 30.03.010 | Heavy Maintenance Facility (HMF) | EA | \$ | 223,630,679 | \$ 227,944,740 | | \$ | |
| 30.04 | Storage or maintenance-of-way building/bases | | | | | | \$ | |
| 30.04.010 | Maintenance of Way Facility (MOWF) | EA | \$ | 11,711,592 | \$ 11,937,521 | | \$ | |
| 30.05 30.05.110 | Yard and yard track Ballasted Track - Yard Track | Route Mile | \$ | 1,686,767 | \$ 1,719,306 | | \$ | |
| 30.05.200 | Ballasted Turnout, No. 15 | EA | \$ | 404,233 | \$ 1,719,306 | | \$ | |
| 30.05.210 | Ballasted Diamond Crossover, No. 15 | EA | \$ | 574,336 | \$ 585,415 | | Ś | |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | TF | \$ | 1,283 | \$ 1,308 | | \$ | |
| 40.01 | Demolition, clearing, site preparation | | | | | | \$ | |
| 40.01.010 | Demolition Allowance, Bridge | SF | \$ | 26 | \$ 27 | | \$ | |
| 40.01.050 40.01.060 | Demolition Allowance, Building (1 Story) | SF | \$ | 14 | \$ 14 | | \$ | |
| 40.01.060 | Demolition Allowance, Building (2 Story) Demolition Allowance, Asphalt Pavement | SF SY | \$ | 27 56 | \$ 28 \$ 57 | | \$ | |
| 40.01.110 | Demolition Allowance, Aspiral Pavement Demolition Allowance, Concrete Curb | LF | \$ | 13 | \$ 13 | | \$ | |
| 40.01.150 | Demolition Allowance, Concrete Sidewalk | SY | \$ | 41 | \$ 42 | | Ś | |
| 40.01.810 | Demolition Allowance, Remove Railroad Track | Route Mile | \$ | 169,459 | \$ 172,728 | | \$ | |
| 40.01.900 | Miscellanous Excavation & Support Items | LS | \$ | 2,224 | \$ 2,267 | | \$ | |
| 40.01.999 | Maintenance Of Traffic | LS | | | | 5% | \$ | |
| 40.02 40.02.001 | Site utilities, utility relocation Utility Relocation Allowance, Level 1 | D | | 4 000 040 | 4 4 4 4 4 6 0 | | \$ | 3,013,3 |
| 40.02.001 | Utility Relocation Allowance, Level 2 | Route Mile Route Mile | \$ | 1,099,949 1,978,427 | \$ 1,121,169 \$ 2,016,593 | | \$ \$ | |
| 40.02.003 | Utility Relocation Allowance, Level 3 | Route Mile | \$ | 3,267,072 | \$ 3,330,097 | | Ś | |
| 40.02.004 | Utility Relocation Allowance, Level 4 | Route Mile | \$ | 3,906,355 | \$ 3,981,713 | | \$ | |
| 40.02.005 | Utility Relocation Allowance, Level 5 | Route Mile | \$ | 4,927,149 | \$ 5,022,198 | 0.60 | \$ | 3,013,3 |
| 40.02.060 | Major Utility Relocation, Aerial Transmission Line | EA | \$ | 8,600,000 | | | \$ | |
| 40.02.050 | Site Utility Allowance | Route Mile | \$ | 1,660,257 | \$ 1,692,285 | | \$ | |
| 40.03 40.03.100 | Hazardous material, contaminated soil removal/mitigation, ground water treatm Hazardous Material Removal Allowance, Light | | \$ | 100 246 | ć 101.077 | | \$ | 384,8 |
| 40.03.105 | Hazardous Material Removal Allowance, Medium | Route Mile Route Mile | \$ | 188,246 370,152 | \$ 191,877 \$ 377,293 | 1.02 | \$ \$ | 384,8 |
| 40.03.110 | Hazardous Material Removal Allowance, Heavy | Route Mile | \$ | 555,734 | \$ 566,454 | 1.02 | \$ | 304,0 |
| 40.03.150 | Removal of Contaminated Soil | CF | \$ | 13 | \$ 14 | | \$ | |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | | \$ | - | 3% | | \$ | 20,539,3 |
| | | | | | 6 505.046 | | \$ | |
| 40.04.100 | Environmental Mitigation Allowance, Light | Route Mile | \$ | 583,755 | \$ 595,016 | | \$ | |
| 40.04.105 | Environmental Mitigation Allowance, Medium | Route Mile | \$ | 1,634,403 | \$ 1,665,932 | | | |
| 40.04.105 40.04.110 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy | | \$ \$ | | | | \$ | 27 200 (|
| 40.04.105 | Environmental Mitigation Allowance, Medium | Route Mile Route Mile | \$ \$ \$ | 1,634,403 2,743,574 | \$ 1,665,932 \$ 2,796,500 | | \$ | 37,398,0 |
| 40.04.105 40.04.110 40.05 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls | Route Mile | \$ \$ | 1,634,403 | \$ 1,665,932 | | | 37,398,0 |
| 40.04.105 40.04.110 40.05 40.05.012 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) | Route Mile Route Mile LF | \$ \$ \$ \$ | 1,634,403 2,743,574 - 3,029 | \$ 1,665,932 \$ 2,796,500 \$ 3,088 | | \$ | 37,398,0 |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | Route Mile Route Mile LF LF LF LF | \$ \$ \$ \$ \$ \$ | 1,634,403 2,743,574 3,029 3,944 5,392 804 | \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 | | \$ \$ \$ \$ | |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | Route Mile Route Mile LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ | 1,634,403 2,743,574 3,029 3,944 5,392 804 1,551 | \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 | 11,354.00 | \$ \$ \$ \$ \$ | |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | Route Mile Route Mile LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ | 1,634,403 2,743,574 - 3,029 3,944 5,392 804 1,551 1,308 | \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 | 11,354.00 | \$ \$ \$ \$ \$ \$ | |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12° Avg. Height) Retaining Wall - 1 Wall (20° Avg. Height) Retaining Wall - 1 Wall (30° Avg. Height) Retaining Wall - 1 Wall (30° Avg. Height) Containment (Crash) Wall - 1 Wall (6° Avg. Height Above Rail) Class Wall (At Stations) - 1 Wall (20° Avg. Height Above Platform) Sound Wall - 1 Wall (8° Avg. Height) | Route Mile Route Mile LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,634,403 2,743,574 3,029 3,944 5,392 804 1,551 | \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 | | \$ \$ \$ \$ \$ \$ | 17,951,. |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.211 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) | Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,634,403 2,743,574 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 | 11,354.00 44,165.00 | \$ \$ \$ \$ \$ \$ \$ \$ \$ | 17,951,2 |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12° Avg. Height) Retaining Wall - 1 Wall (20° Avg. Height) Retaining Wall - 1 Wall (30° Avg. Height) Retaining Wall - 1 Wall (30° Avg. Height) Containment (Crash) Wall - 1 Wall (6° Avg. Height Above Rail) Class Wall (At Stations) - 1 Wall (20° Avg. Height Above Platform) Sound Wall - 1 Wall (8° Avg. Height) | Route Mile Route Mile LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,634,403 2,743,574 - 3,029 3,944 5,392 804 1,551 1,308 | \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 | | \$ \$ \$ \$ \$ \$ \$ \$ | 17,951,. |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.212 40.05.212 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm | Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,634,403 2,743,574 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ | 17,951,2 |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.211 40.05.212 40.05.310 40.05.400 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (6' Avg. Height) Sound Wall - 1 Wall (6' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) | Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,634,403 2,743,574 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 | | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 17,951,; 17,666,0 |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.120 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.999 40.06 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (2' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (55' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction | Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,634,403 2,743,574 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 | 44,165.00 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 17,951,2 17,666,0 1,780,8 27,385,8 |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.999 40.06 40.07 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate | Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,634,403 2,743,574 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | 44,165.00 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 17,951, 17,666, 1,780, 27,385, 201,795, |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.221 40.05.211 40.05.211 40.05.242 40.05.400 40.05.401 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (16' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (55' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations | Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,634,403 2,743,574 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | 44,165.00 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 17,951, 17,666, 1,780, 27,385, |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.212 40.05.211 40.05.400 40.05.401 40.05.400 40.05.400 40.05.400 40.05.400 40.05.400 40.05.400 40.05.400 40.05.400 40.05.400 40.05.400 40.05.400 40.05.400 40.05.400 40.05.400 40.05.400 40.05.400 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12° Avg. Height) Retaining Wall - 1 Wall (20° Avg. Height) Retaining Wall - 1 Wall (30° Avg. Height) Retaining Wall - 1 Wall (30° Avg. Height) Containment (Crash) Wall - 1 Wall (6° Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20° Avg. Height Above Platform) Sound Wall - 1 Wall (8° Avg. Height) Sound Wall - 1 Wall (6° Avg. Height) Intrusion Protection Berm Canal Realignments (10° X 8° Trench) Canal Realignments (65° X 10° Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,634,403 2,743,574 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 | 44,165.00 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 17,951, 17,666, 1,780, 27,385, 201,795, |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.221 40.05.211 40.05.211 40.05.242 40.05.400 40.05.401 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (6' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,634,403 2,743,574 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 4% | 44,165.00 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 17,951, 17,666, 1,780, 27,385, 201,795, |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.120 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.999 40.06 40.07 40.08 40.08,145a 40.08.145a | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12° Avg. Height) Retaining Wall - 1 Wall (20° Avg. Height) Retaining Wall - 1 Wall (30° Avg. Height) Retaining Wall - 1 Wall (30° Avg. Height) Containment (Crash) Wall - 1 Wall (6° Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20° Avg. Height Above Platform) Sound Wall - 1 Wall (8° Avg. Height) Sound Wall - 1 Wall (6° Avg. Height) Intrusion Protection Berm Canal Realignments (10° X 8° Trench) Canal Realignments (65° X 10° Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,634,403 2,743,574 - 3,029 3,944 5,392 804 1,551 1,308 205 - 136 | \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 \$ 4% | 44,165.00 | \$ | 17,951, 17,666, 1,780, 27,385, 201,795, |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.120 40.05.211 40.05.212 40.05.212 40.05.310 40.05.401 40.05.401 40.05.999 40.06 40.07 40.08 40.08.145a 40.08.145a 40.08.145a | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (20' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - SR 43 on H alignment | Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF LF | \$ | 1,634,403 2,743,574 - 3,029 3,944 5,392 804 1,551 1,308 - - 136 - - | \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 \$ 3,080,539 \$ 972,574 \$ 4,045,219 | 44,165.00 | 5 | 17,951, 17,666, 1,780, 27,385, 201,795, |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.212 40.05.211 40.05.212 40.05.400 40.05.401 40.08.146a 40.08.147a 40.08.322 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment Roadway Overcrossing HSR - 2 Iane retained fill roadway over 2 tracks | Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,634,403 2,743,574 3,029 3,944 5,392 804 1,551 1,308 205 - - 136 - - | \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 \$ 4% | 44,165.00 | \$ | 17,951, 17,666, 1,780, 27,385, 201,795, |
| 40.04.105 40.04.110 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.212 40.05.212 40.05.310 40.05.400 40.05.401 40.05.400 40.07 40.08 40.08.145a 40.08.145a 40.08.147a 40.08.322 40.08.324 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - Private Road on H Alignment Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | Route Mile Route Mile LF LF LF LF LF LF LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 1,634,403 2,743,574 - 3,029 3,944 5,392 804 1,551 1,308 - - 136 - - | \$ 1,665,932 \$ 2,796,500 \$ 3,088 \$ 4,020 \$ 5,496 \$ 820 \$ 1,581 \$ 1,334 \$ 209 \$ 400 \$ 139 \$ 813 \$ 3,251 4% \$ 3,880,539 \$ 972,574 \$ 4,045,219 \$ 4,722,173 | 44,165.00 | 5 | 17,951, 17,666, 1,780, 27,385, 201,795, |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | | UNIT PRICE (3rd Quarter | | JNIT PRICE 3rd Quarter | FNO-BFD Subsection: B2 - to South End of Station | | |
|---------------------------|---|---------------------|----------|----------------------------|----------|---------------------------|--|----|------------|
| | | | | 2009) | | 2010) | QTY | | COST |
| | Pedstrain Overcrossing | EA | | | \$ | 2,100,000 | 1.00 | \$ | 2,100,000 |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | | \$ | - |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | | \$ | - |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | \$ | - |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | \$ | - |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | \$ | |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | \$ | |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | , , | Ś | 5,362,896 | | Ś | |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | \$ | |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ | 723,886 | | \$ | |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | 1 | | \$ | 5,805,298 | | \$ | _ |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | 1.00 | \$ | 7,057,967 |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | Ś | 4,089,716 | | \$ | |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | _ | \$ | 15,000,000 | | \$ | |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | _ | Ś | 25,987,089 | | Ś | |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | \$ | 5,615,692 | | \$ | - |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | EA | \$ | , , | \$ | 5,444,750 | | \$ | - |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | \$ | 5,341,703 | \$ | | | \$ | - |
| 40.08.144 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | | \$ | 6,516,967 | \$ | 6,642,686 | | \$ | - |
| 40.08.510 | Roadway Modification, New AC Paving | EA SF | \$ | 7,129,564 | \$ | 7,267,100 | | \$ | - |
| 40.08.520 | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | _ | | 17 | | 18 | 7 205 00 | | 450.662 |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | SF Barrier Maile | \$ | 21 | \$ | 21 | 7,395.00 | \$ | 158,662 |
| 40.08.540 | Access Road Entrance Point | Route Mile | \$ | 549,929 | \$ | 560,538 | 0.40 | \$ | 224,003 |
| 40.08.550 | Streetscaping Allowance | EA | \$ | 31,937 | \$ | 32,553 | 5.00 | \$ | 162,763 |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert | ESF | \$ \$ | 343 | \$ \$ | 350 | | \$ | - |
| 40.08.999 | Maintenance Of Traffic | EA | \$ | - | > | 20,000 | 5 0/ | \$ | - |
| | | LS | | | | | 5% | \$ | 485,170 |
| 50.01 50.01.010 | Wayside signaling equipment Train Controls (ATC) | Davita Mila | ¢ | 4 420 200 | ć | 1 150 000 | 0.16 | \$ | 12,437,675 |
| 50.01.010 | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | 1,128,300 | \$ | 1,150,066 | 8.16 | \$ | 9,384,539 |
| 50.01.020 | Wayside Protection System | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | 1.14 | \$ | 1,966,613 |
| 50.01.020 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 108,000 | \$ | 110,083 | 8.16 | \$ | 898,281 |
| 50.01.030 | Train Control, Wayside Facility Site Work | Route Mile | \$ \$ | 162,000 | \$ | 165,125 | 1.14 | \$ | 188,243 |
| | | EA | \$ | 135,958 | \$ | 138,581 | | \$ | 4 075 000 |
| 50.05 | Communications | | | | | | | \$ | 1,875,822 |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | 8.16 | \$ | 1,596,944 |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | 1.14 | \$ | 278,878 |
| 60.02 | Traction power supply: Substations | | | | | | | \$ | 35,272,044 |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | \$ | 2,471,835 | 8.16 | \$ | 20,170,171 |
| 60.02.102 60.02.101 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | \$ | 12,103,061 | 1.14 | \$ | 13,797,490 |
| | Traction Power Supply- 4 Tracks | Route Mile | \$ | 3,881,250 | \$ | 3,956,123 | 4 | \$ | |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | 1.00 | \$ | 786,815 |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | | \$ | - |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | \$ | 258,784 | 2.00 | \$ | 517,567 |
| 60.03 | Traction power distribution: Catenary and third rail | | | | | | | \$ | 20,063,369 |
| 60.03.100 | Traction Power Distribution | Route Mile | \$ | 2,118,800 | \$ | 2,159,674 | 9.29 | \$ | 20,063,369 |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | | \$ | - |
| 60.03.100 | Traction Power Distribution- 4 Tracks | Route Mile | \$ | 3,178,200 | \$ | 3,239,511 | | \$ | - |

| UNIT PRICE | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: 31 - End |
|------------------------|--|--|--|--|-----|---------------------------------|
| | | | 2009) | 2010) | QTY | COST |
| 10.01 | Track structure: Viaduct | | | | | |
| 10.01.122 10.01.123 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | \$ 36,624,377 | | |
| 10.01.123 | Elevated Structure - 1 Track (30' Avg. Pier Ht) Elevated Structure - 1 Track (40' Avg. Pier Ht) | Route Mile Route Mile | \$ 45,285,042 \$ 46,232,612 | \$ 46,158,636 \$ 47,124,486 | | |
| 10.01.125 | Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 47,180,084 | \$ 48,090,235 | | |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 64,502,791 | \$ 65,747,114 | | |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 66,081,681 | \$ 67,356,463 | | |
| 10.01.222 | Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | | |
| 10.01.223 | Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 52,578,482 | \$ 53,592,774 | | |
| | Elevated Structure - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 53,525,409 | \$ 54,557,967 | | |
| 10.01.225 | Elevated Structure - 2 Track (50' Avg. Pier Ht) | Route Mile | | \$ 55,524,087 | | |
| 10.01.226 10.01.227 | Elevated Structure - 2 Track (60' Avg. Pier Ht) Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 71,796,207 | \$ 73,181,228 | | |
| 10.01.242 | Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile Route Mile | \$ 73,374,892 \$ 82,812,928 | \$ 74,790,367 \$ 84,410,473 | | |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 101,501,272 | \$ 103,459,333 | | |
| 10.01.244 | Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 103,395,885 | \$ 105,390,496 | | |
| 10.01.245 | Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile | \$ 105,253,245 | \$ 107,283,686 | | |
| 10.01.246 | Elevated Structure - 4 Track (60' Avg. Pier Ht) | Route Mile | \$ 141,642,485 | \$ 144,374,910 | | |
| 10.01.247 | Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile | \$ 144,884,105 | \$ 147,679,065 | | |
| | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 39,541,927 | \$ 40,304,730 | | |
| 10.01.323 | Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile | | \$ 50,824,519 | | |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 50,914,824 | \$ 51,897,022 | | |
| 10.01.325 10.01.326 | Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 51,967,437 \$ 62,798,549 | \$ 52,969,941 \$ 64,009,996 | | |
| 10.01.327 | Elevated Structure (LS) - 1 Track (80 Avg. Pier Ht) Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile Route Mile | \$ 62,798,549 \$ 64,181,981 | \$ 64,009,996 \$ 65,420,116 | | |
| 10.01.422 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 47,694,536 | \$ 48,614,611 | | |
| | Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 58,014,969 | \$ 59,134,136 | | |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 59,067,487 | \$ 60,206,958 | | |
| 10.01.425 | Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 60,120,295 | \$ 61,280,076 | | |
| 10.01.426 | Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 70,951,046 | \$ 72,319,762 | | |
| 10.01.427 | Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 72,334,586 | \$ 73,729,993 | | |
| 10.01.431 | Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | Route Mile | \$ 235,649,714 | \$ 240,195,634 | | |
| 10.01.432 10.01.512 | Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 239,350,822 | \$ 243,968,140 | | |
| 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (20 Avg. Pier Ht) | Route Mile Route Mile | \$ 70,118,523 \$ 74,724,468 | \$ 71,471,180 \$ 76,165,978 | | |
| 10.01.514 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 76,108,232 | \$ 77,576,437 | | |
| | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 77,528,913 | \$ 79,024,523 | | |
| 10.01.516 | Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) | Route Mile | | \$ 80,499,641 | | |
| 10.01.522 | Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 77,411,338 | \$ 78,904,680 | | |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 82,017,601 | \$ 83,599,803 | | |
| 10.01.524 | Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 83,401,267 | \$ 85,010,162 | | |
| 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 84,822,267 | \$ 86,458,574 | | |
| 10.01.526 10.01.612 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 86,267,477 | \$ 87,931,664 | | |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile Route Mile | \$ 111,218,191 \$ 116,892,249 | \$ 113,363,701 \$ 119,147,218 | | |
| | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | . , , | \$ 121,721,915 | | |
| | Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | | \$ 124,258,848 | | |
| 10.01.622 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 118,511,296 | | | |
| 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 124,185,450 | \$ 126,581,112 | | |
| | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 126,711,251 | \$ 129,155,638 | | |
| 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | | \$ 131,692,544 | | |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 131,726,304 | \$ 134,267,437 | | |
| 10.01.700 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (20° Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) | Route Mile Route Mile | \$ 126,282,645 \$ 131,933,691 | \$ 128,718,764 \$ 134,478,825 | | |
| 10.01.702 | Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 134,449,679 | \$ 137,043,348 | | |
| | Elevated Structure - 2 Track w/ 2 Single Trenches | Route Mile | \$ - | \$ - | | |
| 10.01.950 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 44,000,000 | \$ 44,848,804 | | |
| 10.01.951 | PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks | Route Mile | \$ 58,000,000 | \$ 59,118,878 | | |
| 10.01.960 | Stream Crossings HST Structure Box Culverts | EA | \$ 20,000 | \$ 20,386 | | |
| | Maintenance Of Traffic | LS | ć | | | |
| 10.02 10.02.013 | Track structure: Major/Movable bridge Bridge Structure - 3 span with 1 Track | Pourto Mail- | \$ 47.226.516 | ¢ 49.220.402 | | |
| 10.02.013 | Bridge Structure - 3 span with 1 Track Bridge Structure - 3 span with 2 Track | Route Mile Route Mile | \$ 47,326,516 \$ 66,899,099 | \$ 48,239,492 \$ 68,189,650 | | |
| 10.02.043 | Bridge Structure - 3 span with 4 Track | Route Mile | \$ 100,045,360 | \$ 101,975,335 | | |
| 10.02.044a | Bridge Structure - 2 Track Steel Truss Bridges | Route Mile | \$ - | \$ 12,077,578 | | |
| 10.02.045a | Bridge Structure - SJVR Spur - Trench Cover | EA | \$ - | \$ 1,564,672 | | |
| | Bridge Structure - SJVR Spur - Rail Bridge | EA | \$ - | \$ 1,289,565 | | |
| | Bridge Structure - Dry Creek Canal Water bridge | EA | \$ - | \$ 3,283,677 | | |
| 10.02.999 | Maintenance Of Traffic | LS | ć | | | |
| 10.05 10.05.111 | Track structure: Cut and Fill (> 4' height/depth) At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) | Pourto Mail- | \$ - \$ 1,010,192 | ¢ 1.050.300 | | |
| 10.05.111 | At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 1,919,183 \$ 3,040,609 | \$ 1,956,206 \$ 3,099,266 | | |
| 10.05.112 | At-Grade Track-bed in Cut - 1 Track (10 Avg. Exc Depth) At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) | Route Mile Route Mile | \$ 3,040,609 | \$ 4,522,964 | | |
| 10.05.114 | At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 6,095,891 | \$ 6,213,487 | | |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 2,527,904 | \$ 2,576,670 | | |
| 10.05.122 | At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,873,994 | \$ 3,948,727 | | |
| 10.05.123 | At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | \$ 5,488,286 | \$ 5,594,161 | | |
| | | | | | | |
| 10.05.124 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 7,375,140 | \$ 7,517,413 | | |
| 10.05.124 10.05.126 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile Route Mile Route Mile | \$ 7,375,140 \$ 17,706,798 \$ 32,673,082 | \$ 7,517,413 \$ 18,048,380 \$ 33,303,379 | | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: 31 - End |
|------------------------|--|--------------------------|----------------------------------|----------------------------------|-----|---------------------------------|
| | | | 2009) | 2010) | QTY | соѕт |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ 77,047,580 | \$ 78,533,905 | | |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | | \$ 3,624,578 | | |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ 5,002,163 | \$ 5,098,660 | | |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,255,789 | \$ 1,280,015 | | |
| 10.05.212 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,824,123 | \$ 1,859,312 | | |
| 10.05.213 | At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) | Route Mile | | \$ 2,623,735 | | |
| 10.05.214 | At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile | \$ 3,508,477 | \$ 3,576,159 | | |
| 10.05.221 10.05.222 | At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,804,472 | \$ 1,839,282 | | |
| 10.05.222 | At-Grade Track-bed in Fill - 2 Track (10' Avg. Fill Ht) At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile | \$ 2,514,964 | \$ 2,563,480 | | |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (15 Avg. Fill Ht) At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ 3,420,413 | | | |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile Route Mile | \$ 4,498,944 \$ 10,874,062 | \$ 4,585,733 \$ 11,083,833 | | |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ 20,392,304 | | | |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ 33,180,092 | \$ 33,820,169 | | |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ 48,985,268 | \$ 49,930,243 | | |
| 10.05.241 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ 2,473,684 | \$ 2,521,404 | | |
| 10.05.261 | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,162,050 | \$ 3,223,050 | | |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ 5,441,105 | \$ 5,546,070 | | |
| 10.05.999 | Maintenance Of Traffic | LS | | | | |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | | | | | |
| 10.06.210 | At-Grade Track-bed with Closed Drainage - 1 Track | Route Mile | \$ 1,366,385 | | | |
| 10.06.220 | At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | \$ 2,168,933 | \$ 2,210,773 | | |
| 10.06.230 | At-Grade Track-bed with Closed Drainage - 3 Track | Route Mile | \$ 2,660,843 | | | |
| 10.06.240 | At-Grade Track-bed with Closed Drainage - 4 Track | Route Mile | \$ 3,039,420 | \$ 3,098,053 | | |
| 10.06.999 | Maintenance Of Traffic | LS | | | | |
| 10.07 10.07.101 | Track structure: Tunnel TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | ¢ 121 440 000 | \$ 123,782,700 | | |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ 121,440,000 \$ 179,520,000 | . , , | | |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ 179,320,000 | | | |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | | \$ 306,765,821 | | |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | \$ 227,040,000 | \$ 231,419,830 | | |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ 205,920,000 | \$ 209,892,404 | | |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ 464,640,000 | \$ 473,603,373 | | |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | \$ 147,840,000 | \$ 150,691,982 | | |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ 364,320,000 | \$ 371,348,099 | | |
| 10.07.205 | D&B Double Track Tunnel 50ft ID in hard rock (competent) | Route Mile | \$ 232,320,000 | \$ 236,801,686 | | |
| 10.07.206 | D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile | \$ 485,760,000 | \$ 495,130,799 | | |
| 10.07.301 | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile | \$ 374,880,000 | \$ 382,111,812 | | |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ 454,080,000 | \$ 462,839,659 | | |
| 10.07.303 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ 269,280,000 | | | |
| 10.07.304 10.07.305 | SEM Double Track Tunnel 40ft ID in soft ground (poor) SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | \$ 306,240,000 | \$ 312,147,677 | | |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | \$ 396,000,000 \$ 448,800,000 | \$ 403,639,238 | | |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile Route Mile | \$ 448,800,000 \$ 237,600,000 | \$ 457,457,803 \$ 242,183,543 | | |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ 274,560,000 | | | |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ 179,520,000 | | | |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ 248,160,000 | | | |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) | Route Mile | \$ 290,400,000 | . , , | | |
| 10.07.406 | RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ 401,280,000 | \$ 409,021,094 | | |
| 10.07.207 | D&B Cross Passage conservative cost in rock | Linear Feet | \$ 28,000 | \$ 28,540 | | |
| 10.07.407 | RH Cross Passage conservative cost in soft rock | Linear Feet | \$ 25,000 | \$ 25,482 | | |
| 10.07.501 | Cross Passage in Soft Ground (competent) | Linear Feet | \$ 33,000 | \$ 33,637 | | |
| 10.07.502 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ 84,000 | \$ 85,620 | | |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 90,688,401 | \$ 92,437,871 | | |
| 10.07.115 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 107,082,440 | \$ 109,148,168 | | |
| 10.07.116 | Cut & Cover Box - 1 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 135,385,066 | \$ 137,996,780 | | |
| 10.07.214 10.07.215 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 141,194,360 | \$ 143,918,141 | | |
| 10.07.215 | Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 163,855,983 \$ 202,718,337 | \$ 167,016,929 \$ 206,628,977 | | |
| 10.07.216 | Cut & Cover Box - 2 Track/ 1 Box (60 Avg. Exc Depth) Cut & Cover Box - 2 Track/ 2 Box (40' Avg. Exc Depth) | Route Mile Route Mile | \$ 202,718,337 \$ 189,027,415 | \$ 206,628,977 \$ 192,673,943 | | |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile | \$ 189,027,415 | \$ 192,673,943 | | |
| 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | \$ 278,841,077 | \$ 284,220,202 | | |
| 10.07.414 | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 206,677,660 | \$ 210,664,680 | | |
| 10.07.415 | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 237,737,305 | \$ 242,323,497 | | |
| 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 291,302,754 | \$ 296,922,277 | | |
| 10.07.526a | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile | \$ - | \$ 434,924,098 | | |
| 10.07.801 | Ventilation Shaft | VF | \$ 13,627 | \$ 13,890 | | |
| 10.07.802 | Mid-Line Ventilation Structure | LS | \$ 8,742,980 | \$ 8,911,641 | | |
| 10.07.803 | Tunnel Portal Structure | LS | \$ 8,089,108 | \$ 8,245,155 | | |
| 10.07.805 | Emergency Access Shaft | VF | \$ 22,520 | | | |
| 10.07.850 | Pumping Station | EA | \$ 212,310 | \$ 216,405 | | |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) | Route Mile | | \$ 7,496,882 | | |
| 10.07.902 | Mechanical & Electrical Allowance for Underground (Double) | Route Mile | \$ 14,710,177 | | | |
| 10.07.920 | Ventilation Equipment Allowance Double Deck - 2 Track Trench on Top of 2 Track C&C Box | EA Naile | \$ 2,211,105 | | | |
| 10.07.922 10.07.950 | Allowance for Construction Monitoring | Route Mile | \$ 210,906,243 | \$ 214,974,836 | | |
| | - | Route Mile | \$ 145,939 | \$ 148,754 | | |
| 10.08 10.08.211 | Track structure: Retaining walls and systems Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) | Route Mile | \$ 25,829,576 | \$ 26,327,855 | | |
| 10.08.212 | Retained Cut, Trench - 1 Track (10 Avg. Exc Depth) | Route Mile | \$ 67,586,123 | | | |
| 10.08.213 | Retained Cut, Trench - 1 Track (30' Avg. Exc Depth) | Route Mile | \$ 127,460,002 | | | |
| | | | \$ 37,405,180 | ,, | i | 1 |

| UNIT PRICE | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: 31 - End |
|------------------------|---|--------------------------|----------------------------|--------------------------------|-----|---------------------------------|
| | | | 2009) | 2010) | QTY | COST |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,868 | \$ 93,174,275 | | |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | | \$ 166,454,597 | | |
| 10.08.224 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 291,740,935 | \$ 297,368,910 | | |
| 10.08.241 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | Route Mile | | \$ 48,605,363 | | |
| 10.08.242 | Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) | Route Mile | | \$ 113,525,265 | | |
| 10.08.243 | Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) | Route Mile | | \$ 195,743,184 | | |
| 10.08.344 | Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile | | \$ 301,072,178 | | |
| 10.08.346 | Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile | | \$ 363,230,988 | | |
| 10.08.411 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | | \$ 8,834,248 | | |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (20 Avg. Wall Ht) | Route Mile | | \$ 25,434,222 \$ 44,638,832 | | |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile Route Mile | | \$ 9,515,280 | | |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | | \$ 26,414,935 | | |
| 10.08.423 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile | | \$ 45,929,698 | | |
| 10.08.432 | Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | | \$ 26,219,496 | | |
| 10.08.441 | Retained Fill, Walls Both Sides - 4 Tracks (10' Avg. Wall Ht) | Route Mile | | \$ 9,757,727 | | |
| 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) | Route Mile | | \$ 26,668,712 | | |
| 10.08.461 | Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,858,094 | \$ 10,048,266 | | |
| 10.08.999 | Maintenance Of Traffic | LS | | | | |
| 10.09 | Track new construction: Conventional ballasted | | \$ - | | | |
| 10.09.110 | Ballasted Track - 1 Track | Route Mile | | \$ 1,855,686 | | |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile | | \$ 1,244,839 | | |
| 10.09.120 | Ballasted Track - 2 Track | Route Mile | | \$ 3,482,458 | | |
| 10.09.122 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile | | \$ 2,470,660 | | |
| 10.09.240 | Ballasted Track - 2 Track (Station Track) Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | | \$ 7,384,685 | | |
| 10.09.132 10.09.142 | Ballasted Track (Track Laying Machine) - 3 Track Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | | \$ 3,649,132 | | |
| 10.09.162 | Ballasted Track (Track Laying Machine) - 6 Track | Route Mile Route Mile | | \$ 4,608,840 \$ 6,913,261 | | |
| 10.09.810 | Ballasted Freight Track - 1 Track | Route Mile | | \$ 6,913,261 \$ 1,584,224 | | |
| 10.09.820 | Ballasted Freight Track - 2 Track | Route Mile | | \$ 3,149,343 | | |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile | | \$ 4,735,027 | | |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile | | \$ 93,129 | | |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | | \$ 165,985 | | |
| 10.09.922 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile | | \$ 332,063 | | |
| 10.09.923 | Ballasted Track Relocation - 3 Track (Permanent) | Route Mile | \$ 488,667 | \$ 498,094 | | |
| 10.09.924 | Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ 651,556 | \$ 664,125 | | |
| 10.10 | Track new construction: Non-ballasted | | \$ - | | | |
| 10.10.110 | Direct Fixation Track - 1 Track | Route Mile | | \$ 1,847,462 | | |
| 10.10.120 | Direct Fixation Track - 2 Track | Route Mile | | \$ 3,694,357 | | |
| 10.10.140 | Direct Fixation Track - 4 Track | Route Mile | | \$ 7,434,574 | | |
| 10.10.210 | Independent Dual Block Track - 1 Track | Route Mile | | \$ 3,403,134 | | |
| 10.10.220 | Independent Dual Block Track - 2 Track | Route Mile | | \$ 6,805,545 | | |
| 10.10.240 | Independent Dual Block Track - 4 Track Track: Consist Analytical Consists of August (August August | Route Mile | \$ 13,353,468 \$ - | \$ 13,611,070 | | |
| 10.14 10.14.100 | Track: Special track work (switches, turnouts, insulated joints) Direct Fixation Turnout (60 MPH) | EA | | \$ 486,221 | | |
| 10.14.105 | Direct Fixation Turnout (80 MPH) | EA | | \$ 642,816 | | |
| 10.14.110 | Direct Fixation Turnout (110 MPH) | EA | \$ 887,327 | | | |
| 10.14.115 | Direct Fixation Turnout (150 MPH) | EA | \$ 1,220,877 | | | |
| 10.14.130 | Direct Fixation Crossover (60 MPH) | EA | \$ 879,265 | | | |
| 10.14.135 | Direct Fixation Crossover (80 MPH) | EA | | \$ 1,211,443 | | |
| 10.14.140 | Direct Fixation Crossover (110 MPH) | EA | | \$ 1,679,087 | | |
| 10.14.145 | Direct Fixation Crossover (150 MPH) | EA | | \$ 2,298,491 | | |
| 10.14.199 | Ballasted Turnout (25 MPH) | EA | \$ 130,500 | \$ 133,017 | | |
| 10.14.200 | Ballasted Turnout (60 MPH) | EA | \$ 396,172 | \$ 403,814 | | |
| 10.14.205 | Ballasted Turnout (80 MPH) | EA | | \$ 543,917 | | |
| 10.14.210 | Ballasted Turnout (110 MPH) | EA | | \$ 754,041 | | |
| 10.14.215 | Ballasted Turnout (150 MPH) | EA | | \$ 1,032,221 | | |
| 10.14.300 | Ballasted Crossover (60 MPH) | EA | | \$ 745,824 | | |
| 10.14.305 | Ballasted Crossover (80 MPH) | EA | | \$ 1,005,427 | | |
| 10.14.310 | Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) | EA | | \$ 1,398,882 | | |
| 10.14.315 10.14.400 | Terminal - Bumping Post | EA | | \$ 1,914,039 | | |
| 20.01 | Station buildings: Intercity passenger rail only | EA | \$ 27,763 | \$ 28,299 | | |
| 20.01 | Anaheim Station | LS | \$ 94,508,725 | \$ 96,331,893 | | |
| 20.01.105 | Millbrae Station | LS | | \$ 25,420,933 | | |
| 20.01.105 | Millbrae Station - Site Elements | LS | \$ 24,939,819 | | | |
| 20.01.110 | LA Union Station | LS | | \$ 197,363,075 | | |
| 20.02.200 | Redwood/Palo Alto Station | LS | | \$ 52,443,556 | | |
| 20.02.201 | Redwood/Palo Alto Station - Site Elements | LS | \$ 6,667,755 | | | |
| 20.02.205 | Norwalk Station | LS | | \$ 47,459,998 | | |
| 20.02.206 | Norwalk Station - Site Elements | LS | \$ 18,939,701 | \$ 19,305,067 | | |
| 20.02.210 | Tulare Station | LS | | \$ 56,171,089 | | |
| 20.02.211 | Tulare Station - Site Elements | LS | | \$ 19,544,656 | | |
| 20.02.215 | Gilroy Station | LS | | \$ 70,049,542 | | |
| 20.02.216 | Gilroy Station - Site Elements | LS | | \$ 9,770,987 | | |
| 20.02.220 | Burbank Station | LS | | \$ 62,335,608 | | |
| 20.02.221 | Burbank Station - Site Elements | LS | | \$ 13,651,377 | | |
| 20.02.225 | San Jose Station | LS | | \$ 71,579,634 | | |
| 20.02.226 | San Jose Station-Site Elements | LS LS | \$ 11,447,016 | | | |
| 20.02.222 | | . IC | \$ 65,035,950 | \$ 66,290,559 | 1 | 1 |
| 20.02.230 20.02.231 | Merced Station Merced Station - Site Elements | LS | \$ 18,942,953 | | | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: 31 - End |
|---------------------------|--|------------|------------------------------|--------------------------------|-----|---------------------------------|
| | | | 2009) | 2010) | QTY | COST |
| 20.02.235 | Fresno Station | LS | \$ 65,863,950 | \$ 67,134,532 | | |
| 20.02.236 | Fresno Station - Site Elements | LS | | | | |
| 20.02.240 | Bakersfield Station | LS | | | | |
| 20.02.241 | Bakersfield Station - Site Elements | LS | | | | |
| 20.02.245 | Palmdale Station | LS | | | | |
| 20.02.246 20.02.250 | Palmdale Station - Site Elements Sylmar Station | LS | | | | |
| 20.02.251 | Sylmar Station - Site Elements | LS | | \$ 69,466,593 | | |
| 20.02.300 | At-Grade Station | LS LS | \$ 20,560,115 \$ - | \$ 20,956,740 \$ 68,000,000 | | |
| 20.06 | Pedestrian / bike access and accommodation, landscaping, parking lots | L3 | , - | \$ 08,000,000 | | |
| 20.06.120 | Pedestrian Access (Cut & Cover) | LF | \$ 18,340 | \$ 18,694 | | |
| 20.06.140 | Pedestrian Plaza | SF | \$ 33 | \$ 34 | | |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | 1 ' | \$ 293,389 | | |
| 20.06.210 | Parking - At Grade | STL | \$ 3,330 | \$ 3,394 | | |
| 20.06.250 | Parking - Structured (Above Grade) | STL | \$ 21,812 | \$ 22,233 | | |
| 20.06.800 | Landscaping Allowance | SF | \$ 3 | \$ 3 | | |
| 20.06.810 | Landscaping Allowance, Guideway | Route Mile | \$ 175,476 | \$ 178,861 | | |
| 20.07 | Automobile, bus, van accessways including roads | | | | | |
| 30.02 | Light maintenance facility | | | 4 | | |
| 30.02.010 | Light Maintenance Facility (LMF) | EA | \$ 105,006,028 | \$ 107,031,700 | | |
| 30.03 30.03.010 | Heavy maintenance facility Heavy Maintenance Facility (HMF) | F.A. | 6 222 622 677 | ć 227.044.745 | | |
| | 7 | EA | \$ 223,630,679 | \$ 227,944,740 | | |
| 30.04 30.04.010 | Storage or maintenance-of-way building/bases Maintenance of Way Facility (MOWF) | EA | \$ 11,711,592 | \$ 11,937,521 | | |
| 30.05 | Yard and yard track | EA | J 11,/11,592 | 11,557,521 ب | | |
| 30.05.110 | Ballasted Track - Yard Track | Route Mile | \$ 1,686,767 | \$ 1,719,306 | | |
| 30.05.200 | Ballasted Turnout, No. 15 | EA | | \$ 412,031 | | |
| 30.05.210 | Ballasted Diamond Crossover, No. 15 | EA | \$ 574,336 | \$ 585,415 | | |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | TF | \$ 1,283 | \$ 1,308 | | |
| 40.01 | Demolition, clearing, site preparation | | | | | |
| 40.01.010 | Demolition Allowance, Bridge | SF | \$ 26 | \$ 27 | | |
| 40.01.050 | Demolition Allowance, Building (1 Story) | SF | \$ 14 | \$ 14 | | |
| 40.01.060 | Demolition Allowance, Building (2 Story) | SF | \$ 27 | \$ 28 | | |
| 40.01.110 | Demolition Allowance, Asphalt Pavement | SY | \$ 56 | \$ 57 | | |
| 40.01.140 | Demolition Allowance, Concrete Curb | LF | \$ 13 | \$ 13 | | |
| 40.01.150 | Demolition Allowance, Concrete Sidewalk | SY | \$ 41 | \$ 42 | | |
| 40.01.810 | Demolition Allowance, Remove Railroad Track | Route Mile | \$ 169,459 | \$ 172,728 | | |
| 40.01.900 | Miscellanous Excavation & Support Items | LS | \$ 2,224 | \$ 2,267 | | |
| 40.01.999 | Maintenance Of Traffic | LS | | | | |
| 40.02 40.02.001 | Site utilities, utility relocation Utility Relocation Allowance, Level 1 | Route Mile | \$ 1,099,949 | \$ 1,121,169 | | |
| 40.02.002 | Utility Relocation Allowance, Level 2 | Route Mile | | \$ 2,016,593 | | |
| 40.02.003 | Utility Relocation Allowance, Level 3 | Route Mile | | | | |
| 40.02.004 | Utility Relocation Allowance, Level 4 | Route Mile | \$ 3,906,355 | \$ 3,981,713 | | |
| 40.02.005 | Utility Relocation Allowance, Level 5 | Route Mile | \$ 4,927,149 | | | |
| 40.02.060 | Major Utility Relocation, Aerial Transmission Line | EA | \$ 8,600,000 | | | |
| 40.02.050 | Site Utility Allowance | Route Mile | \$ 1,660,257 | | | |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatm | ents | \$ - | | | |
| 40.03.100 | Hazardous Material Removal Allowance, Light | Route Mile | \$ 188,246 | \$ 191,877 | | |
| 40.03.105 | Hazardous Material Removal Allowance, Medium | Route Mile | \$ 370,152 | \$ 377,293 | | |
| 40.03.110 | Hazardous Material Removal Allowance, Heavy | Route Mile | \$ 555,734 | \$ 566,454 | | |
| 40.03.150 | Removal of Contaminated Soil | CF | \$ 13 | \$ 14 | | |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | D- : : ::: | \$ - | 3% | | |
| 40.04.100 40.04.105 | Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium | Route Mile | | \$ 595,016 | | |
| 40.04.105 40.04.110 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy | Route Mile | \$ 1,634,403 \$ 2,743,574 | \$ 1,665,932 \$ 2,796,500 | | |
| 40.04.110 | Site structures including retaining walls, sound walls | Route Mile | \$ 2,743,574 \$ - | \$ 2,796,500 | | |
| 40.05.012 | Retaining Wall - 1 Wall (12' Avg. Height) | LF | \$ 3,029 | \$ 3,088 | | |
| 40.05.020 | Retaining Wall - 1 Wall (20' Avg. Height) | LF | | \$ 4,020 | | |
| 40.05.030 | Retaining Wall - 1 Wall (30' Avg. Height) | LF | \$ 5,392 | \$ 5,496 | | |
| 40.05.111 | Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | LF | \$ 804 | \$ 820 | | |
| 40.05.112 | Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | LF | \$ 1,551 | \$ 1,581 | | |
| 40.05.120 | Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | LF | \$ 1,308 | \$ 1,334 | | |
| 40.05.211 | Sound Wall - 1 Wall (8' Avg. Height) | LF | \$ 205 | \$ 209 | | |
| 40.05.212 | Sound Wall - 1 Wall (16' Avg. Height) | LF | \$ - | \$ 400 | | |
| 40.05.310 | Intrusion Protection Berm | LF | \$ 136 | \$ 139 | | |
| 40.05.400 | Canal Realignments (10' X 8' Trench) | LF | \$ - | \$ 813 | | |
| 40.05.401 | Canal Realignments (65' X 10' Trench) | LF | \$ - | \$ 3,251 | | |
| 40.05.999 | Maintenance Of Traffic | LS | | | | |
| 40.06 40.07 40.08 | Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations | Acre | | 4% | | \$ 48,689, |
| 40.08.145a | Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | EA | | \$ 3,577,704 | | |
| 40.08.146a | Roadway Undercrossing HSR - SR 43 on H alignment | EA | | \$ 3,080,539 | | |
| 40.08.147a | Roadway Undercrossing HSR - Private Road on H Alignment | EA | | \$ 972,574 | | |
| 40.08.322 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks | EA | \$ 3,968,660 | \$ 4,045,219 | | |
| 40.08.324 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | EA | \$ 4,632,802 | \$ 4,722,173 | | |
| | Roadway Overcrossing HSR - 6 lane retained fill roadway over 2 tracks | EA | \$ 5,346,429 | \$ 5,449,567 | | |
| 40.08.326 | | | -,-,-, | | | l |
| 40.08.326 40.08.341a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 5 spans | EA | | \$ 11,324,363 | | |
| | | EA EA | | \$ 11,324,363 \$ 15,659,613 | | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | | UNIT PRICE 3rd Quarter | UNIT PRICE (3rd Quarter | | FNO-BFD Subsection: B1 - End | |
|------------------------|---|------------------|----|---------------------------|----------------------------|-----------|------------------------------------|------|
| | | | | 2009) | 20 | 10) | QTY | COST |
| | Pedstrain Overcrossing | EA | | | \$ | 2,100,000 | | |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ 2 | 1,474,427 | | |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ 1 | 6,956,405 | | |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ | 5,362,896 | | |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ | 723,886 | | |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | | | \$ | 5,805,298 | | |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | | 7,057,967 | | |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | | 4,089,716 | | |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | _ | | 5,000,000 | | |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | _ | | 5,987,089 | | |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | - | 5,615,692 | | |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | EA | \$ | | | 5,444,750 | | |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | \$ | | | | | |
| 40.08.144 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | | \$ | 6,516,967 | | 6,642,686 | | |
| 40.08.510 | Roadway Modification, New AC Paving | EA SF | \$ | 7,129,564 | \$ | 7,267,100 | | |
| 40.08.520 | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | - | | 17 | - | 18 | | |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | SF Banka Mila | \$ | 21 | \$ | 21 | | |
| 40.08.540 | Access Road Entrance Point | Route Mile | \$ | 549,929 | \$ | 560,538 | | |
| 40.08.550 | | EA | \$ | 31,937 | \$ | 32,553 | | |
| 40.08.550 | Streetscaping Allowance | ESF | \$ | 343 | \$ | 350 | | |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert Maintenance Of Traffic | EA | \$ | - | \$ | 20,000 | | |
| | | LS | | | | | | |
| 50.01 50.01.010 | Wayside signaling equipment Train Controls (ATC) | | _ | | | | | |
| | | Route Mile | \$ | | - | 1,150,066 | | |
| 50.01.011 | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | 1,692,450 | | 1,725,099 | | |
| 50.01.020 | Wayside Protection System | Route Mile | \$ | 108,000 | \$ | 110,083 | | |
| 50.01.021 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 162,000 | \$ | 165,125 | | |
| 50.01.030 | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | |
| 50.05 | Communications | | | | | | | |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | | |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | | |
| 60.02 | Traction power supply: Substations | | | | | | | |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | - | 2,471,835 | | |
| 60.02.102 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | - | 2,103,061 | | |
| 60.02.101 | Traction Power Supply- 4 Tracks | Route Mile | \$ | | | 3,956,123 | | |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | | |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | | |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | \$ | 258,784 | | |
| 60.03 | Traction power distribution: Catenary and third rail | | | | | | | |
| 60.03.100 | Traction Power Distribution | Route Mile | \$ | 2,118,800 | \$ | 2,159,674 | | |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | | |
| 60.03.100 | Traction Power Distribution- 4 Tracks | Route Mile | Ś | 3,178,200 | Ś | 3,239,511 | | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Sul | NO-BFD bsection: 2 - End |
|------------------------|---|--------------------------|--------------------------------|--------------------------------|-----|--------------------------------|
| | | | 2009) | 2010) | QTY | COST |
| 10.01 | Track structure: Viaduct | | | | | |
| 10.01.122 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | \$ 36,624,377 | | |
| 10.01.123 10.01.124 | Elevated Structure - 1 Track (30' Avg. Pier Ht) Elevated Structure - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 45,285,042 | \$ 46,158,636 | | |
| 10.01.125 | Elevated Structure - 1 Track (40 Avg. Pier Ht) Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile | | \$ 47,124,486 | | |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile Route Mile | \$ 47,180,084 \$ 64,502,791 | \$ 48,090,235 \$ 65,747,114 | | |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 66,081,681 | \$ 67,356,463 | | |
| 10.01.222 | Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | | |
| 10.01.223 | Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 52,578,482 | \$ 53,592,774 | | |
| 10.01.224 | Elevated Structure - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 53,525,409 | \$ 54,557,967 | | |
| 10.01.225 | Elevated Structure - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 54,473,243 | \$ 55,524,087 | | |
| 10.01.226 | Elevated Structure - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 71,796,207 | \$ 73,181,228 | | |
| 10.01.227 | Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 73,374,892 | \$ 74,790,367 | | |
| 10.01.242 | Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile | \$ 82,812,928 | \$ 84,410,473 | | |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 101,501,272 | \$ 103,459,333 | | |
| 10.01.244 | Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile | | \$ 105,390,496 | | |
| 10.01.245 | Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile | \$ 105,253,245 | \$ 107,283,686 | | |
| 10.01.246 | Elevated Structure - 4 Track (60' Avg. Pier Ht) | Route Mile | \$ 141,642,485 | \$ 144,374,910 | | |
| 10.01.247 | Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile | \$ 144,884,105 | \$ 147,679,065 | | |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 39,541,927 | \$ 40,304,730 | | |
| 10.01.323 10.01.324 | Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 49,862,619 | \$ 50,824,519 | | |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40 Avg. Pier Ht) Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile Route Mile | \$ 50,914,824 \$ 51,967,437 | \$ 51,897,022 \$ 52,969,941 | | |
| 10.01.326 | Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 51,967,437 \$ 62,798,549 | \$ 64,009,996 | | |
| 10.01.327 | Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 64,181,981 | \$ 65,420,116 | | |
| 10.01.422 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile | | \$ 48,614,611 | | |
| 10.01.423 | Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 58,014,969 | \$ 59,134,136 | | |
| 10.01.424 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 59,067,487 | \$ 60,206,958 | | |
| 10.01.425 | Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 60,120,295 | \$ 61,280,076 | | |
| 10.01.426 | Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 70,951,046 | \$ 72,319,762 | | |
| 10.01.427 | Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 72,334,586 | \$ 73,729,993 | | |
| 10.01.431 | Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | Route Mile | \$ 235,649,714 | \$ 240,195,634 | | |
| 10.01.432 | Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) | Route Mile | \$ 239,350,822 | \$ 243,968,140 | | |
| 10.01.512 | Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 70,118,523 | \$ 71,471,180 | | |
| 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 74,724,468 | \$ 76,165,978 | | |
| 10.01.514 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | | \$ 77,576,437 | | |
| 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 77,528,913 | \$ 79,024,523 | | |
| 10.01.516 10.01.522 | Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 78,976,112 | \$ 80,499,641 | | |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (20 Avg. Pier Ht) | Route Mile Route Mile | \$ 77,411,338 \$ 82,017,601 | \$ 78,904,680 \$ 83,599,803 | | |
| 10.01.524 | Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 83,401,267 | \$ 83,599,803 \$ 85,010,162 | | |
| 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 84,822,267 | \$ 86,458,574 | | |
| 10.01.526 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 86,267,477 | \$ 87,931,664 | | |
| 10.01.612 | Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 111,218,191 | \$ 113,363,701 | | |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 116,892,249 | \$ 119,147,218 | | |
| 10.01.614 | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | | \$ 121,721,915 | | |
| 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | | \$ 124,258,848 | | |
| 10.01.622 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 118,511,296 | \$ 120,797,498 | | |
| 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 124,185,450 | \$ 126,581,112 | | |
| 10.01.624 | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | | \$ 129,155,638 | | |
| 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | | \$ 131,692,544 | | |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | | \$ 134,267,437 | | |
| 10.01.700 | Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) | Route Mile | | \$ 128,718,764 | | |
| 10.01.701 10.01.702 | Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) | Route Mile | | \$ 134,478,825 | | |
| 10.01.702 | Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) Elevated Structure - 2 Track w/ 2 Single Trenches | Route Mile | \$ 134,449,679 | \$ 137,043,348 \$ - | | |
| 10.01.944 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile Route Mile | \$ - \$ 44,000,000 | \$ 44,848,804 | | |
| 10.01.950 | PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks | Route Mile Route Mile | \$ 44,000,000 | \$ 44,848,804 \$ 59,118,878 | | |
| 10.01.960 | Stream Crossings HST Structure Box Culverts | EA | \$ 20,000 | \$ 20,386 | | |
| 10.01.999 | Maintenance Of Traffic | LS | 20,000 | . 20,550 | | |
| 10.02 | Track structure: Major/Movable bridge | | \$ - | | | |
| 10.02.013 | Bridge Structure - 3 span with 1 Track | Route Mile | \$ 47,326,516 | \$ 48,239,492 | | |
| 10.02.023 | Bridge Structure - 3 span with 2 Track | Route Mile | | \$ 68,189,650 | | |
| 10.02.043 | Bridge Structure - 3 span with 4 Track | Route Mile | \$ 100,045,360 | \$ 101,975,335 | | |
| 10.02.044a | Bridge Structure - 2 Track Steel Truss Bridges | Route Mile | \$ - | \$ 12,077,578 | | |
| 10.02.045a | Bridge Structure - SJVR Spur - Trench Cover | EA | \$ - | \$ 1,564,672 | | |
| 10.02.046a | Bridge Structure - SJVR Spur - Rail Bridge | EA | \$ - | \$ 1,289,565 | | |
| 10.02.047a | Bridge Structure - Dry Creek Canal Water bridge | EA | \$ - | \$ 3,283,677 | | |
| 10.02.999 | Maintenance Of Traffic | LS | <u> </u> | | | |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) | Davits Add | \$ - | 6 4.055.355 | | |
| 10.05.111 | At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) | Route Mile | \$ 1,919,183 | \$ 1,956,206 | | |
| 10.05.112 10.05.113 | At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) | Route Mile | \$ 3,040,609 \$ 4,437,362 | \$ 3,099,266 | | |
| 10.05.113 | At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile | | \$ 4,522,964 | | |
| 10.05.114 | At-Grade Track-bed in Cut - 1 Track (20 Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 6,095,891 \$ 2,527,904 | \$ 6,213,487 \$ 2,576,670 | | |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (5 Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile Route Mile | \$ 2,527,904 \$ 3,873,994 | \$ 2,576,670 \$ 3,948,727 | | |
| 10.05.123 | At-Grade Track-bed in Cut - 2 Track (15 Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | | \$ 5,594,161 | | |
| 10.05.124 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 7,375,140 | \$ 7,517,413 | | |
| 10.05.126 | At-Grade Track-bed in Cut - 2 Track (40' Avg. Exc Depth) | Route Mile | | \$ 18,048,380 | | |
| 10.05.128 | At-Grade Track-bed in Cut - 2 Track (60' Avg. Exc Depth) | Route Mile | \$ 32,673,082 | | | |
| | At-Grade Track-bed in Cut - 2 Track (80' Avg. Exc Depth) | | \$ 52,529,924 | | 1 | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: 32 - End |
|------------------------|--|--------------------------|----------------------------------|----------------------------------|-----|---------------------------------|
| | | | 2009) | 2010) | QTY | соѕт |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ 77,047,580 | \$ 78,533,905 | | |
| 10.05.151 | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | | \$ 3,624,578 | | |
| 10.05.161 | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ 5,002,163 | | | |
| 10.05.211 | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,255,789 | \$ 1,280,015 | | |
| 10.05.212 | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) | Route Mile | | \$ 1,859,312 | | |
| 10.05.213 | At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) | Route Mile | . , , | \$ 2,623,735 | | |
| 10.05.214 | At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile | \$ 3,508,477 | \$ 3,576,159 | | |
| 10.05.221 10.05.222 | At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) At-Grade Track-bed in Fill - 2 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,804,472 | \$ 1,839,282 | | |
| 10.05.222 | At-Grade Track-bed in Fill - 2 Track (15 Avg. Fill Ht) At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile | \$ 2,514,964 \$ 3,420,413 | \$ 2,563,480 | | |
| 10.05.224 | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile Route Mile | \$ 3,420,413 \$ 4,498,944 | \$ 3,486,396 \$ 4,585,733 | | |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ 10,874,062 | \$ 11,083,833 | | |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | | | | |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | | \$ 33,820,169 | | |
| 10.05.232 | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ 48,985,268 | \$ 49,930,243 | | |
| 10.05.241 | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ 2,473,684 | \$ 2,521,404 | | |
| 10.05.261 | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | | \$ 3,223,050 | | |
| 10.05.272 | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ 5,441,105 | \$ 5,546,070 | | |
| 10.05.999 | Maintenance Of Traffic | LS | | | | |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | | | | | |
| 10.06.210 | At-Grade Track-bed with Closed Drainage - 1 Track | Route Mile | \$ 1,366,385 | | | |
| 10.06.220 | At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | | | | |
| 10.06.230 | At-Grade Track-bed with Closed Drainage - 3 Track | Route Mile | \$ 2,660,843 | | | |
| 10.06.240 10.06.999 | At-Grade Track-bed with Closed Drainage - 4 Track Maintenance Of Traffic | Route Mile | \$ 3,039,420 | \$ 3,098,053 | | |
| | | LS | | | | |
| 10.07 10.07.101 | Track structure: Tunnel TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ 121,440,000 | \$ 123,782,700 | | |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ 179,520,000 | . , , | | |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ 179,320,000 | | | |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | . , , | \$ 306,765,821 | | |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | | \$ 231,419,830 | | |
| 10.07.201 | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ 205,920,000 | \$ 209,892,404 | | |
| 10.07.202 | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | | \$ 473,603,373 | | |
| 10.07.203 | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | | \$ 150,691,982 | | |
| 10.07.204 | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ 364,320,000 | \$ 371,348,099 | | |
| 10.07.205 | D&B Double Track Tunnel 50ft ID in hard rock (competent) | Route Mile | \$ 232,320,000 | \$ 236,801,686 | | |
| 10.07.206 | D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile | \$ 485,760,000 | \$ 495,130,799 | | |
| 10.07.301 | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile | \$ 374,880,000 | \$ 382,111,812 | | |
| 10.07.302 | SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ 454,080,000 | \$ 462,839,659 | | |
| 10.07.303 | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ 269,280,000 | | | |
| 10.07.304 10.07.305 | SEM Double Track Tunnel 40ft ID in soft ground (poor) SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | | \$ 312,147,677 | | |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | | \$ 403,639,238 | | |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile Route Mile | \$ 448,800,000 \$ 237,600,000 | | | |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ 274,560,000 | | | |
| 10.07.403 | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ 179,520,000 | | | |
| 10.07.404 | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ 248,160,000 | | | |
| 10.07.405 | RH Double Track Tunnel 50ft ID in soft rock (competent) | Route Mile | \$ 290,400,000 | . , , | | |
| 10.07.406 | RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ 401,280,000 | \$ 409,021,094 | | |
| 10.07.207 | D&B Cross Passage conservative cost in rock | Linear Feet | \$ 28,000 | \$ 28,540 | | |
| 10.07.407 | RH Cross Passage conservative cost in soft rock | Linear Feet | \$ 25,000 | \$ 25,482 | | |
| 10.07.501 | Cross Passage in Soft Ground (competent) | Linear Feet | \$ 33,000 | \$ 33,637 | | |
| 10.07.502 | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ 84,000 | \$ 85,620 | | |
| 10.07.114 | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 90,688,401 | \$ 92,437,871 | | |
| 10.07.115 | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 107,082,440 | \$ 109,148,168 | | |
| 10.07.116 | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 135,385,066 | \$ 137,996,780 | | |
| 10.07.214 | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 141,194,360 | \$ 143,918,141 | | |
| 10.07.215 | Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 163,855,983 | \$ 167,016,929 | | |
| 10.07.216 10.07.224 | Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) Cut & Cover Box - 2 Track / 2 Box (40' Avg. Exc Depth) | Route Mile | | \$ 206,628,977 | | |
| 10.07.225 | Cut & Cover Box - 2 Track/ 2 Box (40 Avg. Exc Depth) Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile | \$ 189,027,415 \$ 221,996,334 | \$ 192,673,943 \$ 226,278,866 | | |
| 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile Route Mile | | \$ 226,278,866 \$ 284,220,202 | | |
| 10.07.414 | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | | \$ 210,664,680 | | |
| 10.07.415 | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 237,737,305 | \$ 242,323,497 | | |
| 10.07.416 | Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 291,302,754 | \$ 296,922,277 | | |
| 10.07.526a | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile | \$ - | \$ 434,924,098 | | |
| 10.07.801 | Ventilation Shaft | VF | \$ 13,627 | \$ 13,890 | | |
| 10.07.802 | Mid-Line Ventilation Structure | LS | \$ 8,742,980 | \$ 8,911,641 | | |
| 10.07.803 | Tunnel Portal Structure | LS | \$ 8,089,108 | \$ 8,245,155 | | |
| 10.07.805 | Emergency Access Shaft | VF | | \$ 22,954 | | |
| 10.07.850 | Pumping Station | EA | | \$ 216,405 | | |
| 10.07.901 | Mechanical & Electrical Allowance for Underground (Single) | Route Mile | | \$ 7,496,882 | | |
| 10.07.902 | Mechanical & Electrical Allowance for Underground (Double) | Route Mile | | | | |
| 10.07.920 | Ventilation Equipment Allowance | EA | \$ 2,211,105 | | | |
| 10.07.922 | Double Deck - 2 Track Trench on Top of 2 Track C&C Box | Route Mile | \$ 210,906,243 | \$ 214,974,836 | | |
| 10.07.950 | Allowance for Construction Monitoring | Route Mile | \$ 145,939 | \$ 148,754 | | |
| 10.08 10.08.211 | Track structure: Retaining walls and systems Retained Cut, Trench - 1 Track (10' Avg. Exc Depth) | Doubo Mail- | ¢ 25 020 570 | ¢ 26.227.055 | | |
| 10.08.211 | Retained Cut, Trench - 1 Track (10 Avg. Exc Depth) Retained Cut, Trench - 1 Track (20' Avg. Exc Depth) | Route Mile Route Mile | \$ 25,829,576 \$ 67,586,123 | | | 1 |
| 10.08.212 | Retained Cut, Trench - 1 Track (20 Avg. Exc Depth) Retained Cut, Trench - 1 Track (30' Avg. Exc Depth) | Route Mile | \$ 67,586,123 | | | |
| | | POHIE MILE | 12/.400.002 | 149.918.833 | | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: 32 - End |
|---|--|---|--|---|-----|---------------------------------|
| | | | 2009) | 2010) | QTY | cost |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,868 | \$ 93,174,275 | | |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | \$ 163,304,293 | \$ 166,454,597 | | |
| 10.08.224 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 291,740,935 | | | |
| 10.08.241 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | Route Mile | \$ 47,685,463 | | | |
| 10.08.242 | Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) | Route Mile | | \$ 113,525,265 | | |
| 10.08.243 | Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) | Route Mile | \$ 192,038,567 | | | |
| 10.08.344 | Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile | \$ 295,374,114 | . , , | | |
| 10.08.346 10.08.411 | Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile | | \$ 363,230,988 | | |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (10 Avg. Wall Ht) Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 8,667,052 | | | |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile Route Mile | \$ 24,952,856 \$ 43,794,002 | \$ 25,434,222 \$ 44,638,832 | | |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | | \$ 9,515,280 | | |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,915,008 | | | |
| 10.08.423 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile | | \$ 45,929,698 | | |
| 10.08.432 | Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | | \$ 26,219,496 | | |
| 10.08.441 | Retained Fill, Walls Both Sides - 4 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,573,053 | \$ 9,757,727 | | |
| 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 26,163,983 | \$ 26,668,712 | | |
| 10.08.461 | Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,858,094 | \$ 10,048,266 | | |
| 10.08.999 | Maintenance Of Traffic | LS | | | | |
| 10.09 10.09.110 | Track new construction: Conventional ballasted Ballasted Track - 1 Track | Doute Mile | \$ - | ć 1.0FF.606 | | |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile Route Mile | \$ 1,820,565 \$ 1,221,280 | \$ 1,855,686 \$ 1,244,839 | | |
| 10.09.120 | Ballasted Track - 2 Track | Route Mile | \$ 1,221,280 | | | |
| 10.09.122 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile | \$ 3,416,549 | \$ 3,482,458 \$ 2,470,660 | | |
| 10.09.240 | Ballasted Track - 2 Track (Station Track) | Route Mile | \$ 7,244,923 | \$ 7,384,685 | | |
| 10.09.132 | Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | | \$ 3,649,132 | | |
| 10.09.142 | Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ 4,521,614 | \$ 4,608,840 | | |
| 10.09.162 | Ballasted Track (Track Laying Machine) - 6 Track | Route Mile | \$ 6,782,421 | \$ 6,913,261 | | |
| 10.09.810 | Ballasted Freight Track - 1 Track | Route Mile | \$ 1,554,241 | \$ 1,584,224 | | |
| 10.09.820 | Ballasted Freight Track - 2 Track | Route Mile | \$ 3,089,739 | \$ 3,149,343 | | |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile | \$ 4,645,413 | \$ 4,735,027 | | |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile | \$ 91,367 | \$ 93,129 | | |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ 162,843 | \$ 165,985 | | |
| 10.09.922 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile | \$ 325,778 | \$ 332,063 | | |
| 10.09.923 10.09.924 | Ballasted Track Relocation - 3 Track (Permanent) Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ 488,667 | \$ 498,094 | | |
| 10.10 | · | Route Mile | \$ 651,556 \$ - | \$ 664,125 | | |
| 10.10 | Track new construction: Non-ballasted Direct Fixation Track - 1 Track | Route Mile | | \$ 1,847,462 | | |
| 10.10.120 | Direct Fixation Track - 2 Track | Route Mile | | \$ 3,694,357 | | |
| 10.10.140 | Direct Fixation Track - 4 Track | Route Mile | \$ 7,293,868 | | | |
| 10.10.210 | Independent Dual Block Track - 1 Track | Route Mile | \$ 3,338,726 | \$ 3,403,134 | | |
| 10.10.220 | Independent Dual Block Track - 2 Track | Route Mile | \$ 6,676,744 | \$ 6,805,545 | | |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile | \$ 13,353,468 | \$ 13,611,070 | | |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | | \$ - | | | |
| 10.14.100 | Direct Fixation Turnout (60 MPH) | EA | \$ 477,018 | \$ 486,221 | | |
| 10.14.105 | Direct Fixation Turnout (80 MPH) | EA | \$ 630,650 | · | | |
| | Direct Fixation Turnout (110 MPH) | EA | \$ 887,327 | | | |
| 10.14.115 | Direct Fixation Turnout (150 MPH) | EA | \$ 1,220,877 | | | |
| 10.14.130 10.14.135 | Direct Fixation Crossover (60 MPH) Direct Fixation Crossover (80 MPH) | EA | \$ 879,265 | | | |
| 10.14.140 | Direct Fixation Crossover (100 MPH) | EA | \$ 1,188,515 \$ 1,647,309 | | | |
| 10.14.145 | Direct Fixation Crossover (150 MPH) | EA EA | \$ 1,647,309 \$ 2,254,990 | \$ 1,679,087 \$ 2,298,491 | | |
| 10.14.199 | Ballasted Turnout (25 MPH) | EA | \$ 130,500 | \$ 133,017 | | |
| 10.14.200 | Ballasted Turnout (60 MPH) | EA | \$ 396,172 | \$ 403,814 | | |
| 10.14.205 | Ballasted Turnout (80 MPH) | EA | | | | |
| | Ballasted Turnout (110 MPH) | EA | \$ 739,770 | \$ 754,041 | | |
| 10.14.210 | | | | · | | |
| 10.14.210 10.14.215 | Ballasted Turnout (150 MPH) | EA | \$ 1,012,686 | \$ 1,032,221 | | I |
| | Ballasted Turnout (150 MPH) Ballasted Crossover (60 MPH) | EA EA | | \$ 1,032,221 \$ 745,824 | | |
| 10.14.215 10.14.300 10.14.305 | Ballasted Crossover (60 MPH) Ballasted Crossover (80 MPH) | | \$ 1,012,686 | | | |
| 10.14.215 10.14.300 10.14.305 10.14.310 | Ballasted Crossover (60 MPH) Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) | EA | \$ 1,012,686 \$ 731,709 \$ 986,399 \$ 1,372,407 | \$ 745,824 \$ 1,005,427 | | |
| 10.14.215 10.14.300 10.14.305 10.14.310 10.14.315 | Ballasted Crossover (60 MPH) Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) | EA EA EA | \$ 1,012,686 \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 | \$ 745,824 \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 | | |
| 10.14.215 10.14.300 10.14.305 10.14.310 10.14.315 10.14.400 | Ballasted Crossover (60 MPH) Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post | EA EA EA | \$ 1,012,686 \$ 731,709 \$ 986,399 \$ 1,372,407 | \$ 745,824 \$ 1,005,427 \$ 1,398,882 | | |
| 10.14.215 10.14.300 10.14.305 10.14.310 10.14.315 10.14.400 20.01 | Ballasted Crossover (60 MPH) Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only | EA EA EA EA | \$ 1,012,686 \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 | \$ 745,824 \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 | | |
| 10.14.215 10.14.300 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01 | Ballasted Crossover (60 MPH) Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station | EA EA EA EA EA | \$ 1,012,686 \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 | \$ 745,824 \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 | _ | |
| 10.14.215 10.14.300 10.14.305 10.14.310 10.14.315 10.14.315 10.14.400 20.01 20.01.100 20.01.105 | Ballasted Crossover (60 MPH) Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station | EA EA EA EA LS | \$ 1,012,686 \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 | \$ 745,824 \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 | _ | |
| 10.14.215 10.14.300 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 | Ballasted Crossover (60 MPH) Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station - Site Elements | EA EA EA EA EA LS LS | \$ 1,012,686 \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 | \$ 745,824 \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 25,420,933 | _ | |
| 10.14.215 10.14.300 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 20.01.105 | Ballasted Crossover (60 MPH) Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station | EA EA EA EA EA EA LS LS LS LS | \$ 1,012,686 \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 \$ 193,627,800 | \$ 745,824 \$ 1,005,427 \$ 1,398,827 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 | _ | |
| 10.14.215 10.14.300 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 20.01.105 20.01.110 | Ballasted Crossover (60 MPH) Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station - Site Elements | EA EA EA EA EA EA LS LS LS LS LS LS | \$ 1,012,686 \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 | \$ 745,824 \$ 1,005,427 \$ 1,398,635 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 | _ | |
| 10.14.215 10.14.300 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 20.01.105 | Ballasted Crossover (60 MPH) Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station | EA EA EA EA EA LS LS LS LS LS LS LS LS | \$ 1,012,686 \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 \$ 6,667,755 | \$ 745,824 \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 | _ | |
| 10.14.215 10.14.300 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 | Ballasted Crossover (60 MPH) Ballasted Crossover (10 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements | EA EA EA EA LS LS LS LS LS LS LS LS LS LS | \$ 1,012,686 \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 \$ 6,667,755 \$ 46,561,775 | \$ 745,824 \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 25,420,933 \$ 25,420,933 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 | | |
| 10.14.215 10.14.300 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.205 | Ballasted Crossover (60 MPH) Ballasted Crossover (10 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station | EA EA EA EA EA LS LS LS LS LS LS LS LS | \$ 1,012,686 \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 \$ 6,667,755 \$ 46,561,775 \$ 18,939,701 | \$ 745,824 \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 25,420,933 \$ 25,420,933 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 | | |
| 10.14.215 10.14.300 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.105 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.201 20.02.205 | Ballasted Crossover (60 MPH) Ballasted Crossover (10 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station - Site Elements | EA EA EA EA LS LS LS LS LS LS LS LS LS LS LS LS LS | \$ 1,012,686 \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 \$ 6,667,755 \$ 46,561,775 \$ 18,939,701 \$ 55,108,000 | \$ 745,824 \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 25,420,933 \$ 197,366,796 \$ 6,796,383 \$ 47,459,998 \$ 19,305,067 | | |
| 10.14.215 10.14.300 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.205 20.02.206 20.02.210 | Ballasted Crossover (60 MPH) Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station Norwalk Station - Site Elements Norwalk Station - Site Elements Tulare Station | EA EA EA EA EA LS LS LS LS LS LS LS LS LS LS LS LS LS | \$ 1,012,686 \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 \$ 6,667,755 \$ 46,561,775 \$ 18,939,701 \$ 55,108,000 | \$ 745,824 \$ 1,005,427 \$ 1,398,829 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,33 \$ 47,459,998 \$ 19,305,067 \$ 56,171,089 | | |
| 10.14.215 10.14.300 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.100 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.205 20.02.206 20.02.210 20.02.211 | Ballasted Crossover (60 MPH) Ballasted Crossover (10 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station - Site Elements Norwalk Station Norwalk Station - Site Elements Tulare Station - Site Elements Tulare Station - Site Elements | EA EA EA EA EA EA EA EA EA EA EA EA ES LS | \$ 1,012,686 \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 \$ 6,667,755 \$ 46,561,775 \$ 46,561,775 \$ 18,939,701 \$ 55,108,000 \$ 19,174,756 | \$ 745,824 \$ 1,005,427 \$ 1,398,823 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 \$ 19,305,065 \$ 156,171,089 \$ 19,544,656 \$ 70,049,542 | | |
| 10.14.215 10.14.300 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.105 20.01.105 20.01.105 20.01.200 20.02.201 20.02.201 20.02.205 20.02.206 20.02.210 20.02.211 20.02.215 20.02.216 20.02.226 | Ballasted Crossover (60 MPH) Ballasted Crossover (80 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station - Site Elements Tulare Station - Site Elements Gilroy Station - Site Elements Gilroy Station - Site Elements Gilroy Station - Site Elements Burbank Station | EA EA EA EA EA EA EA EA EA EA EA EA EA E | \$ 1,012,686 \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 \$ 6,667,755 \$ 46,561,775 \$ 18,939,701 \$ 55,108,000 \$ 19,174,756 \$ 68,723,791 \$ 9,586,063 \$ 61,155,850 | \$ 745,824 \$ 1,005,427 \$ 1,398,882 \$ 1,914,039 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 \$ 19,305,067 \$ 56,171,089 \$ 19,544,656 \$ 70,049,542 \$ 9,770,987 | | |
| 10.14.215 10.14.300 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.105 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.201 20.02.210 20.02.216 20.02.216 20.02.220 | Ballasted Crossover (60 MPH) Ballasted Crossover (10 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station - Site Elements Tulare Station - Site Elements Gilroy Station Gilroy Station Gilroy Station - Site Elements Burbank Station - Site Elements Burbank Station - Site Elements | EA EA EA EA EA EA EA EA EA EA EA EA EA E | \$ 1,012,686 \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 \$ 6,667,755 \$ 46,561,775 \$ 18,939,701 \$ 55,108,000 \$ 19,174,756 \$ 68,723,791 \$ 9,586,063 \$ 61,155,850 \$ 13,393,012 | \$ 745,824 \$ 1,005,427 \$ 1,398,827 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 \$ 19,305,067 \$ 56,171,089 \$ 19,544,655 \$ 70,049,542 \$ 9,770,987 \$ 62,335,608 | | |
| 10.14.215 10.14.300 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.105 20.01.105 20.01.105 20.01.200 20.02.201 20.02.206 20.02.210 20.02.211 20.02.215 20.02.216 20.02.221 20.02.221 | Ballasted Crossover (60 MPH) Ballasted Crossover (10 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station Norwalk Station Tulare Station - Site Elements Gilroy Station - Site Elements Gilroy Station Gilroy Station - Site Elements Burbank Station Burbank Station - Site Elements Burbank Station - Site Elements Burbank Station - Site Elements Burbank Station - Site Elements San Jose Station | EA EA EA EA EA EA EA EA EA EA EA EA EA E | \$ 1,012,686 \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 \$ 6,667,755 \$ 46,561,775 \$ 18,939,701 \$ 55,108,000 \$ 19,174,756 \$ 68,723,791 \$ 9,586,063 \$ 61,155,850 \$ 13,393,012 \$ 70,224,925 | \$ 745,824 \$ 1,005,427 \$ 1,398,829 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 \$ 47,459,998 \$ 19,305,065 \$ 56,171,089 \$ 19,544,656 \$ 70,049,542 \$ 9,770,987 \$ 62,335,608 \$ 13,651,377 \$ 17,579,634 | | |
| 10.14.215 10.14.300 10.14.305 10.14.310 10.14.315 10.14.400 20.01 20.01.105 20.01.105 20.01.105 20.01.110 20.02.200 20.02.201 20.02.201 20.02.210 20.02.216 20.02.216 20.02.220 | Ballasted Crossover (60 MPH) Ballasted Crossover (10 MPH) Ballasted Crossover (110 MPH) Ballasted Crossover (150 MPH) Terminal - Bumping Post Station buildings: Intercity passenger rail only Anaheim Station Millbrae Station Millbrae Station - Site Elements LA Union Station Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements Norwalk Station - Site Elements Tulare Station - Site Elements Gilroy Station Gilroy Station Gilroy Station - Site Elements Burbank Station - Site Elements Burbank Station - Site Elements | EA EA EA EA EA EA EA EA EA EA EA EA EA E | \$ 1,012,686 \$ 731,709 \$ 986,399 \$ 1,372,407 \$ 1,877,814 \$ 27,763 \$ 94,508,725 \$ 24,939,819 \$ 24,939,819 \$ 193,627,800 \$ 51,451,014 \$ 6,667,755 \$ 46,561,775 \$ 18,939,701 \$ 55,108,000 \$ 19,174,756 \$ 68,723,791 \$ 9,586,063 \$ 61,155,850 \$ 13,393,012 | \$ 745,824 \$ 1,005,427 \$ 1,398,823 \$ 28,299 \$ 96,331,893 \$ 25,420,933 \$ 197,363,075 \$ 52,443,556 \$ 6,796,383 \$ 47,459,998 \$ 19,305,065 \$ 19,544,656 \$ 70,049,542 \$ 9,770,987 \$ 62,335,608 \$ 13,651,377 \$ 13,651,377 \$ 11,657,841 | | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | Su | NO-BFD bsection: 32 - End |
|----------------------------|---|------------|------------------------------|--|-----|---------------------------------|
| | | | 2009) | 2010) | QTY | COST |
| 20.02.235 | Fresno Station | LS | \$ 65,863,950 | \$ 67,134,532 | | |
| 20.02.236 | Fresno Station - Site Elements | LS | \$ 9,639,938 | \$ 9,825,902 | | |
| 20.02.240 | Bakersfield Station | LS | | | | |
| 20.02.241 | Bakersfield Station - Site Elements | LS | \$ 12,084,938 | \$ 12,318,069 | | |
| 20.02.245 | Palmdale Station | LS | \$ 68,151,875 | \$ 69,466,593 | | |
| 20.02.246 20.02.250 | Palmdale Station - Site Elements Sylmar Station | LS | \$ 16,760,249 | \$ 17,083,571 | | |
| 20.02.251 | Sylmar Station Sylmar Station - Site Elements | LS | \$ 68,151,875 | \$ 69,466,593 \$ 20,956,740 | | |
| 20.02.300 | At-Grade Station | LS LS | \$ 20,560,115 \$ - | \$ 20,956,740 \$ 68,000,000 | | |
| 20.06 | Pedestrian / bike access and accommodation, landscaping, parking lots | L | , - | \$ 08,000,000 | | |
| 20.06.120 | Pedestrian Access (Cut & Cover) | LF | \$ 18,340 | \$ 18,694 | | |
| 20.06.140 | Pedestrian Plaza | SF | \$ 33 | \$ 34 | | |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | \$ 287,837 | \$ 293,389 | | |
| 20.06.210 | Parking - At Grade | STL | \$ 3,330 | \$ 3,394 | | |
| 20.06.250 | Parking - Structured (Above Grade) | STL | \$ 21,812 | \$ 22,233 | | |
| 20.06.800 | Landscaping Allowance | SF | \$ 3 | \$ 3 | | |
| 20.06.810 | Landscaping Allowance, Guideway | Route Mile | \$ 175,476 | \$ 178,861 | | |
| 20.07 | Automobile, bus, van accessways including roads | | | | | |
| 30.02 | Light maintenance facility | | | | | |
| 30.02.010 | Light Maintenance Facility (LMF) | EA | \$ 105,006,028 | \$ 107,031,700 | | |
| 30.03 30.03.010 | Heavy maintenance facility Heavy Maintenance Facility (HMF) | F.4 | ć 222 C22 C75 | 6 227.011.715 | | |
| | 7 | EA | \$ 223,630,679 | \$ 227,944,740 | | |
| 30.04 30.04.010 | Storage or maintenance-of-way building/bases Maintenance of Way Facility (MOWF) | EA | \$ 11,711,592 | \$ 11,937,521 | | |
| 30.04.010 | Yard and yard track | CA CA | 11,/11,592 | 11,357,521 | | |
| 30.05.110 | Ballasted Track - Yard Track | Route Mile | \$ 1,686,767 | \$ 1,719,306 | | |
| 30.05.200 | Ballasted Turnout, No. 15 | EA | \$ 404,233 | \$ 412,031 | | |
| 30.05.210 | Ballasted Diamond Crossover, No. 15 | EA | \$ 574,336 | \$ 585,415 | | |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | TF | \$ 1,283 | \$ 1,308 | | |
| 40.01 | Demolition, clearing, site preparation | | , | | | |
| 40.01.010 | Demolition Allowance, Bridge | SF | \$ 26 | \$ 27 | | |
| 40.01.050 | Demolition Allowance, Building (1 Story) | SF | \$ 14 | \$ 14 | | |
| 40.01.060 | Demolition Allowance, Building (2 Story) | SF | \$ 27 | \$ 28 | | |
| 40.01.110 | Demolition Allowance, Asphalt Pavement | SY | \$ 56 | \$ 57 | | |
| 40.01.140 | Demolition Allowance, Concrete Curb | LF | \$ 13 | \$ 13 | | |
| 40.01.150 | Demolition Allowance, Concrete Sidewalk | SY | \$ 41 | \$ 42 | | |
| 40.01.810 | Demolition Allowance, Remove Railroad Track | Route Mile | \$ 169,459 | \$ 172,728 | | |
| 40.01.900 | Miscellanous Excavation & Support Items | LS | \$ 2,224 | \$ 2,267 | | |
| 40.01.999 | Maintenance Of Traffic | LS | | | | |
| 40.02 40.02.001 | Site utilities, utility relocation Utility Relocation Allowance, Level 1 | Route Mile | \$ 1,099,949 | \$ 1,121,169 | | |
| 40.02.002 | Utility Relocation Allowance, Level 2 | Route Mile | \$ 1,978,427 | \$ 2,016,593 | | |
| 40.02.003 | Utility Relocation Allowance, Level 3 | Route Mile | \$ 3,267,072 | \$ 3,330,097 | | |
| 40.02.004 | Utility Relocation Allowance, Level 4 | Route Mile | \$ 3,906,355 | \$ 3,981,713 | | |
| 40.02.005 | Utility Relocation Allowance, Level 5 | Route Mile | \$ 4,927,149 | \$ 5,022,198 | | |
| 40.02.060 | Major Utility Relocation, Aerial Transmission Line | EA | \$ 8,600,000 | | | |
| 40.02.050 | Site Utility Allowance | Route Mile | \$ 1,660,257 | | | |
| 40.03 | Hazardous material, contaminated soil removal/mitigation, ground water treatm | ents | \$ - | | | |
| 40.03.100 | Hazardous Material Removal Allowance, Light | Route Mile | \$ 188,246 | \$ 191,877 | | |
| 40.03.105 | Hazardous Material Removal Allowance, Medium | Route Mile | \$ 370,152 | \$ 377,293 | | |
| 40.03.110 | Hazardous Material Removal Allowance, Heavy | Route Mile | \$ 555,734 | \$ 566,454 | | |
| 40.03.150 | Removal of Contaminated Soil | CF | \$ 13 | \$ 14 | | |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | D- : ::: | \$ - | 3% | | |
| 40.04.100 40.04.105 | Environmental Mitigation Allowance, Light Environmental Mitigation Allowance, Medium | Route Mile | \$ 583,755 | \$ 595,016 | | |
| 40.04.105 40.04.110 | Environmental Mitigation Allowance, Medium Environmental Mitigation Allowance, Heavy | Route Mile | \$ 1,634,403 \$ 2,743,574 | \$ 1,665,932 \$ 2,796,500 | | |
| 40.04.110 | Site structures including retaining walls, sound walls | Route Mile | \$ 2,743,574 | \$ 2,796,500 | | |
| 40.05.012 | Retaining Wall - 1 Wall (12' Avg. Height) | LF | \$ 3,029 | \$ 3,088 | | |
| 40.05.020 | Retaining Wall - 1 Wall (20' Avg. Height) | LF | \$ 3,944 | \$ 4,020 | | |
| 40.05.030 | Retaining Wall - 1 Wall (30' Avg. Height) | LF | \$ 5,392 | \$ 5,496 | | |
| 40.05.111 | Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | LF | \$ 804 | \$ 820 | | |
| 40.05.112 | Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | LF | \$ 1,551 | \$ 1,581 | | |
| 40.05.120 | Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | LF | \$ 1,308 | \$ 1,334 | | |
| 40.05.211 | Sound Wall - 1 Wall (8' Avg. Height) | LF | \$ 205 | \$ 209 | | |
| 40.05.212 | Sound Wall - 1 Wall (16' Avg. Height) | LF | \$ - | \$ 400 | | |
| 40.05.310 | Intrusion Protection Berm | LF | \$ 136 | \$ 139 | | |
| 40.05.400 | Canal Realignments (10' X 8' Trench) | LF | \$ - | \$ 813 | | |
| 40.05.401 | Canal Realignments (65' X 10' Trench) | LF | \$ - | \$ 3,251 | | |
| 40.05.999 | Maintenance Of Traffic | LS | | | | |
| 40.06 40.07 | Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway logodestria, purpose for add separations | Acre | | 4% | | \$ 56,476, |
| 40.08 40.08.145a | Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | ΕΛ. | | ¢ 2.577.704 | | |
| 40.08.145a 40.08.146a | Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment | EA | | \$ 3,577,704 | | |
| 40.08.146a 40.08.147a | Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - Private Road on H Alignment | EA | | \$ 3,080,539 | | |
| 40.00.147 d | Roadway Overcrossing HSR - Private Road on H Alignment Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks | EA | ¢ 2,000,000 | \$ 972,574 | | |
| 40 08 333 | | EA EA | \$ 3,968,660 | \$ 4,045,219 | | |
| 40.08.322 40.08.324 | | EA | \$ 4,632,802 | \$ 4,722,173 | | ĺ |
| 40.08.324 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 6 lane retained fill roadway over 2 tracks | | ¢ = 246.420 | ¢ = 140 = 67 | | |
| 40.08.324 40.08.326 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 2 tracks | EA | \$ 5,346,429 | \$ 5,449,567 \$ 11,324,363 | | |
| 40.08.324 | | | \$ 5,346,429 | \$ 5,449,567 \$ 11,324,363 \$ 15,659,613 | | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | | UNIT PRICE 3rd Quarter | Quarter (3rd Quarte | d Quarter | FNO-BFD Subsection: B2 - End | | |
|------------------------|---|-------------|----|---------------------------|---------------------|------------|------------------------------------|------|--|
| | | | | 2009) | | 2010) | QTY | COST | |
| | Pedstrain Overcrossing | EA | | | \$ | 2,100,000 | | | |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | | | |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | | | |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | | |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | | |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | | |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | | |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ | 5,362,896 | | | |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | | |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ | 723,886 | | | |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | | | \$ | 5,805,298 | | | |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | | | |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | \$ | 4,089,716 | | | |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | _ | \$ | 15,000,000 | | | |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | _ | Ś | 25,987,089 | | | |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | \$ | 5,615,692 | | | |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | EA | \$ | | \$ | 5,444,750 | | | |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | \$ | 6,516,967 | \$ | 6,642,686 | | | |
| 40.08.144 | Roadway Undercrossing HSR - 4 lane roadway under 4 tracks | EA | \$ | 7,129,564 | \$ | 7,267,100 | | | |
| 40.08.510 | Roadway Modification, New AC Paving | SF | \$ | 7,129,364 17 | \$ | 18 | | | |
| 40.08.520 | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | SF | \$ | 21 | \$ | 21 | | | |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | _ | \$ | 549,929 | \$ | | | | |
| 40.08.540 | Access Road Entrance Point | Route Mile | | | \$ | 560,538 | | | |
| 40.08.550 | Streetscaping Allowance | EA | \$ | 31,937 | | 32,553 | | | |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert | ESF | \$ | 343 | \$ \$ | 350 | | | |
| 40.08.999 | Maintenance Of Traffic | EA | > | - | Þ | 20,000 | | | |
| | | LS | | | | | | | |
| 50.01 50.01.010 | Wayside signaling equipment Train Controls (ATC) | Davida Mila | , | 1 120 200 | ć | 1 150 000 | | | |
| 50.01.010 | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | | \$ | 1,150,066 | | | |
| 50.01.011 | Wayside Protection System | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | | | |
| 50.01.020 | Wayside Protection System Wayside Protection System - 4 Tracks | Route Mile | \$ | 108,000 | \$ | 110,083 | | | |
| 50.01.021 | | Route Mile | \$ | 162,000 | \$ | 165,125 | | | |
| | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | | |
| 50.05 | Communications Communications (w/Eiher Ontic Backhana) | D | | 402.555 | | 405.70 | | | |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | | | |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | | | |
| 60.02 | Traction power supply: Substations | | | | | | | | |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | \$ | 2,471,835 | | | |
| 60.02.102 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | \$ | 12,103,061 | | | |
| 60.02.101 | Traction Power Supply- 4 Tracks | Route Mile | \$ | | \$ | 3,956,123 | | | |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | | | |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | | | |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | \$ | 258,784 | | | |
| 60.03 | Traction power distribution: Catenary and third rail | | | | | | | | |
| 60.03.100 | Traction Power Distribution | Route Mile | \$ | 2,118,800 | \$ | 2,159,674 | | | |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | | | |
| 60.03.100 | Traction Power Distribution- 4 Tracks | Route Mile | Ś | 3,178,200 | Ś | 3,239,511 | | l | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter 2009) | UNIT PRICE (3rd Quarter 2010) | | FNO-BFD Maintenance Facility | |
|-------------------------------------|---|--------------------------|-------------------------------------|-------------------------------------|------|---------------------------------|--|
| | | | 2007) | 2010) | QTY | COST | |
| 10.01 | Track structure: Viaduct | | | | | \$ 20,365,254 | |
| 10.01.122 | Elevated Structure - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 35,931,228 | \$ 36,624,377 | | \$ - | |
| 10.01.123 10.01.124 | Elevated Structure - 1 Track (30' Avg. Pier Ht) Elevated Structure - 1 Track (40' Avg. Pier Ht) | Route Mile | . , , | \$ 46,158,636 | | \$ - | |
| 10.01.125 | Elevated Structure - 1 Track (40 Avg. Pier Ht) Elevated Structure - 1 Track (50' Avg. Pier Ht) | Route Mile Route Mile | \$ 46,232,612 \$ 47,180,084 | \$ 47,124,486 \$ 48,090,235 | | \$ - \$ - | |
| 10.01.126 | Elevated Structure - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 64,502,791 | \$ 65,747,114 | | \$ - \$ | |
| 10.01.127 | Elevated Structure - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 66,081,681 | \$ 67,356,463 | | \$ - | |
| 10.01.222 | Elevated Structure - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 43,224,380 | \$ 44,058,221 | | \$ - | |
| 10.01.223 | Elevated Structure - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 52,578,482 | \$ 53,592,774 | 0.38 | \$ 20,365,254 | |
| 10.01.224 | Elevated Structure - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 53,525,409 | \$ 54,557,967 | | \$ - | |
| 10.01.225 | Elevated Structure - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 54,473,243 | \$ 55,524,087 | | \$ - | |
| 10.01.226 10.01.227 | Elevated Structure - 2 Track (60' Avg. Pier Ht) Elevated Structure - 2 Track (70' Avg. Pier Ht) | Route Mile Route Mile | \$ 71,796,207 \$ 73,374,892 | \$ 73,181,228 \$ 74,790,367 | | \$ - \$ - | |
| 10.01.242 | Elevated Structure - 4 Track (20' Avg. Pier Ht) | Route Mile | | \$ 84,410,473 | | \$ - | |
| 10.01.243 | Elevated Structure - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 101,501,272 | \$ 103,459,333 | | \$ - | |
| 10.01.244 | Elevated Structure - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 103,395,885 | \$ 105,390,496 | | \$ - | |
| 10.01.245 | Elevated Structure - 4 Track (50' Avg. Pier Ht) | Route Mile | \$ 105,253,245 | \$ 107,283,686 | | \$ - | |
| 10.01.246 | Elevated Structure - 4 Track (60' Avg. Pier Ht) | Route Mile | \$ 141,642,485 | \$ 144,374,910 | | \$ - | |
| 10.01.247 10.01.322 | Elevated Structure - 4 Track (70' Avg. Pier Ht) | Route Mile | \$ 144,884,105 | \$ 147,679,065 | | \$ - \$ - | |
| 10.01.322 | Elevated Structure (LS) - 1 Track (20' Avg. Pier Ht) Elevated Structure (LS) - 1 Track (30' Avg. Pier Ht) | Route Mile Route Mile | \$ 39,541,927 \$ 49,862,619 | \$ 40,304,730 \$ 50,824,519 | | \$ - \$ - | |
| 10.01.324 | Elevated Structure (LS) - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 50,914,824 | \$ 51,897,022 | | \$ - | |
| 10.01.325 | Elevated Structure (LS) - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 51,967,437 | \$ 52,969,941 | | \$ - | |
| 10.01.326 | Elevated Structure (LS) - 1 Track (60' Avg. Pier Ht) | Route Mile | \$ 62,798,549 | \$ 64,009,996 | | \$ - | |
| 10.01.327 | Elevated Structure (LS) - 1 Track (70' Avg. Pier Ht) | Route Mile | \$ 64,181,981 | \$ 65,420,116 | | \$ - | |
| 10.01.422 | Elevated Structure (LS) - 2 Track (20' Avg. Pier Ht) | Route Mile | | \$ 48,614,611 | | \$ - | |
| 10.01.423 | Elevated Structure (LS) - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 58,014,969 | \$ 59,134,136 | | \$ - | |
| 10.01.424 10.01.425 | Elevated Structure (LS) - 2 Track (40' Avg. Pier Ht) Elevated Structure (LS) - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 59,067,487 | \$ 60,206,958 | | \$ - | |
| 10.01.425 | Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) Elevated Structure (LS) - 2 Track (60' Avg. Pier Ht) | Route Mile Route Mile | \$ 60,120,295 \$ 70,951,046 | \$ 61,280,076 \$ 72,319,762 | | \$ - \$ - | |
| 10.01.427 | Elevated Structure (LS) - 2 Track (70' Avg. Pier Ht) | Route Mile | \$ 70,931,046 | \$ 73,729,993 | | \$ - | |
| 10.01.431 | Elevated Structure (LS-Tall) - 2-Single Tracks (110' Avg. Pier Ht) | Route Mile | \$ 235,649,714 | \$ 240,195,634 | | \$ - | |
| 10.01.432 | Elevated Structure (LS-Tall) - 2-Single Tracks (120' Avg. Pier Ht) | Route Mile | \$ 239,350,822 | \$ 243,968,140 | | \$ - | |
| 10.01.512 | Elevated Structure Straddle over 2 RR - 1 Track (20' Avg. Pier Ht) | Route Mile | \$ 70,118,523 | \$ 71,471,180 | | \$ - | |
| 10.01.513 | Elevated Structure Straddle over 2 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 74,724,468 | \$ 76,165,978 | | \$ - | |
| 10.01.514 10.01.515 | Elevated Structure Straddle over 2 RR - 1 Track (40' Avg. Pier Ht) Elevated Structure Straddle over 2 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | | \$ 77,576,437 \$ 79,024,523 | | \$ - \$ - | |
| 10.01.516 | Elevated Structure Straddle over 2 RR - 1 Track (60' Avg. Pier Ht) | Route Mile Route Mile | \$ 77,528,913 \$ 78,976,112 | \$ 79,024,523 \$ 80,499,641 | | \$ - | |
| 10.01.522 | Elevated Structure Straddle over 2 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 77,411,338 | \$ 78,904,680 | | \$ - | |
| 10.01.523 | Elevated Structure Straddle over 2 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | \$ 82,017,601 | \$ 83,599,803 | | \$ - | |
| 10.01.524 | Elevated Structure Straddle over 2 RR - 2 Track (40' Avg. Pier Ht) | Route Mile | \$ 83,401,267 | \$ 85,010,162 | | \$ - | |
| 10.01.525 | Elevated Structure Straddle over 2 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 84,822,267 | \$ 86,458,574 | | \$ - | |
| 10.01.526 10.01.612 | Elevated Structure Straddle over 2 RR - 2 Track (60' Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 1 Track (20' Avg. Pier Ht) | Route Mile Route Mile | \$ 86,267,477 \$ 111,218,191 | \$ 87,931,664 \$ 113,363,701 | | \$ - \$ - | |
| 10.01.613 | Elevated Structure Straddle over 4 RR - 1 Track (30' Avg. Pier Ht) | Route Mile | \$ 111,218,191 \$ 116,892,249 | \$ 113,363,701 \$ 119,147,218 | | \$ - | |
| 10.01.614 | Elevated Structure Straddle over 4 RR - 1 Track (40' Avg. Pier Ht) | Route Mile | \$ 119,418,218 | . , , | | \$ - | |
| 10.01.615 | Elevated Structure Straddle over 4 RR - 1 Track (50' Avg. Pier Ht) | Route Mile | \$ 121,907,137 | | | \$ - | |
| 10.01.622 | Elevated Structure Straddle over 4 RR - 2 Track (20' Avg. Pier Ht) | Route Mile | \$ 118,511,296 | \$ 120,797,498 | | \$ - | |
| 10.01.623 | Elevated Structure Straddle over 4 RR - 2 Track (30' Avg. Pier Ht) | Route Mile | | \$ 126,581,112 | | \$ - | |
| 10.01.624 10.01.625 | Elevated Structure Straddle over 4 RR - 2 Track (40' Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 2 Track (50' Avg. Pier Ht) | Route Mile | \$ 126,711,251 | \$ 129,155,638 | | \$ - | |
| 10.01.626 | Elevated Structure Straddle over 4 RR - 2 Track (50 Avg. Pier Ht) Elevated Structure Straddle over 4 RR - 2 Track (60' Avg. Pier Ht) | Route Mile | \$ 129,200,143 \$ 131,726,304 | \$ 131,692,544 \$ 134,267,437 | | \$ - \$ - | |
| 10.01.700 | Elevated Structure Straddle over 4 RR - 4 Track (20' Avg. Pier Ht) | Route Mile Route Mile | \$ 126,282,645 | \$ 128,718,764 | | \$ - | |
| 10.01.701 | Elevated Structure Straddle over 4 RR - 4 Track (30' Avg. Pier Ht) | Route Mile | \$ 131,933,691 | \$ 134,478,825 | | \$ - | |
| 10.01.702 | Elevated Structure Straddle over 4 RR - 4 Track (40' Avg. Pier Ht) | Route Mile | \$ 134,449,679 | \$ 137,043,348 | | \$ - | |
| 10.01.944 | Elevated Structure - 2 Track w/ 2 Single Trenches | Route Mile | \$ - | \$ - | | \$ - | |
| 10.01.950 | PPC/PS Double Cell Box 30' span (Stream Crossing)- 2 Tracks | Route Mile | | \$ 44,848,804 | | \$ - | |
| 10.01.951 10.01.960 | PPC/PS Double Cell Box 50' span (Stream Crossing)- 2 Tracks Stream Crossings HST Structure Box Culverts | Route Mile | \$ 58,000,000 \$ 20,000 | \$ 59,118,878 \$ 20,386 | | \$ - \$ - | |
| 10.01.999 | Maintenance Of Traffic | EA LS | 20,000 ب | 20,386 | | \$ - | |
| 10.02 | Track structure: Major/Movable bridge | | \$ - | | | \$ - | |
| 10.02.013 | Bridge Structure - 3 span with 1 Track | Route Mile | \$ 47,326,516 | \$ 48,239,492 | | \$ - | |
| 10.02.023 | Bridge Structure - 3 span with 2 Track | Route Mile | \$ 66,899,099 | | | \$ - | |
| 10.02.043 10.02.044a | Bridge Structure - 3 span with 4 Track Bridge Structure - 2 Track Steel Truss Bridges | Route Mile | \$ 100,045,360 | \$ 101,975,335 | | \$ - | |
| 10.02.044a | Bridge Structure - 2 Track Steel Truss Bridges Bridge Structure - SJVR Spur - Trench Cover | Route Mile EA | \$ - \$ - | \$ 12,077,578 \$ 1,564,672 | | | |
| 10.02.046a | Bridge Structure - SJVR Spur - Rail Bridge | EA | \$ - | \$ 1,289,565 | | | |
| 10.02.047a | Bridge Structure - Dry Creek Canal Water bridge | EA | \$ - | \$ 3,283,677 | | | |
| 10.02.999 | Maintenance Of Traffic | LS | | | | \$ - | |
| 10.05 | Track structure: Cut and Fill (> 4' height/depth) | D | \$ - | 6 4050000 | | \$ - | |
| 10.05.111 10.05.112 | At-Grade Track-bed in Cut - 1 Track (5' Avg. Exc Depth) At-Grade Track-bed in Cut - 1 Track (10' Avg. Exc Depth) | Route Mile Route Mile | \$ 1,919,183 \$ 3,040,609 | \$ 1,956,206 \$ 3,099,266 | | \$ - \$ - | |
| 10.05.113 | At-Grade Track-bed in Cut - 1 Track (15' Avg. Exc Depth) | Route Mile | \$ 4,437,362 | \$ 4,522,964 | | \$ - | |
| 10.05.114 | At-Grade Track-bed in Cut - 1 Track (20' Avg. Exc Depth) | Route Mile | \$ 6,095,891 | \$ 6,213,487 | | \$ - | |
| 10.05.121 | At-Grade Track-bed in Cut - 2 Track (5' Avg. Exc Depth) | Route Mile | \$ 2,527,904 | \$ 2,576,670 | | \$ - | |
| 10.05.122 | At-Grade Track-bed in Cut - 2 Track (10' Avg. Exc Depth) | Route Mile | \$ 3,873,994 | \$ 3,948,727 | | \$ - | |
| 10.05.123 | At-Grade Track-bed in Cut - 2 Track (15' Avg. Exc Depth) | Route Mile | \$ 5,488,286 | \$ 5,594,161 | | \$ - | |
| | the Greate feed had in Cut. 2 Teeds (20) Ave. Eve Double) | Route Mile | \$ 7,375,140 | \$ 7,517,413 | | \$ - | |
| 10.05.124 | At-Grade Track-bed in Cut - 2 Track (20' Avg. Exc Depth) | | | | | | |
| 10.05.124 10.05.126 10.05.128 | At-Grade Track-bed in Cut - 2 Track (40° Avg. Exc Depth) At-Grade Track-bed in Cut - 2 Track (60° Avg. Exc Depth) | Route Mile Route Mile | \$ 17,706,798 \$ 32,673,082 | \$ 18,048,380 | | \$ - \$ - | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter 2009) | UNIT PRICE (3rd Quarter 2010) | | FNO-BFD Heavy Maintenance Facility | |
|--|---|---------------------------|-------------------------------------|-------------------------------------|------|---------------------------------------|--|
| | | | 2007) | 2010) | QTY | COST | |
| 10.05.132 | At-Grade Track-bed in Cut - 2 Track (100' Avg. Exc Depth) | Route Mile | \$ 77,047,580 | \$ 78,533,905 | | \$ - | |
| | At-Grade Track-bed in Cut - 4 Track (5' Avg. Exc Depth) | Route Mile | \$ 3,555,979 | \$ 3,624,578 | | \$ - | |
| | At-Grade Track-bed in Cut - 6 Track (5' Avg. Exc Depth) | Route Mile | \$ 5,002,163 | | | \$ - | |
| | At-Grade Track-bed in Fill - 1 Track (5' Avg. Fill Ht) | Route Mile | \$ 1,255,789 | \$ 1,280,015 | | \$ - | |
| | At-Grade Track-bed in Fill - 1 Track (10' Avg. Fill Ht) | Route Mile | \$ 1,824,123 | \$ 1,859,312 | | \$ - | |
| | At-Grade Track-bed in Fill - 1 Track (15' Avg. Fill Ht) At-Grade Track-bed in Fill - 1 Track (20' Avg. Fill Ht) | Route Mile | \$ 2,574,079 \$ 3,508,477 | \$ 2,623,735 \$ 3,576,159 | | \$ - \$ - | |
| | At-Grade Track-bed in Fill - 2 Track (5' Avg. Fill Ht) | Route Mile Route Mile | \$ 3,508,477 \$ 1,804,472 | \$ 1,839,282 | | \$ - | |
| | At-Grade Track-bed in Fill - 2 Track (10' Avg. Fill Ht) | Route Mile | \$ 2,514,964 | \$ 2,563,480 | | \$ | |
| | At-Grade Track-bed in Fill - 2 Track (15' Avg. Fill Ht) | Route Mile | \$ 3,420,413 | | | \$ | |
| | At-Grade Track-bed in Fill - 2 Track (20' Avg. Fill Ht) | Route Mile | \$ 4,498,944 | \$ 4,585,733 | | \$ | |
| 10.05.226 | At-Grade Track-bed in Fill - 2 Track (40' Avg. Fill Ht) | Route Mile | \$ 10,874,062 | \$ 11,083,833 | | \$. | |
| 10.05.228 | At-Grade Track-bed in Fill - 2 Track (60' Avg. Fill Ht) | Route Mile | \$ 20,392,304 | \$ 20,785,692 | | \$. | |
| 10.05.230 | At-Grade Track-bed in Fill - 2 Track (80' Avg. Fill Ht) | Route Mile | \$ 33,180,092 | \$ 33,820,169 | | \$ | |
| | At-Grade Track-bed in Fill - 2 Track (100' Avg. Fill Ht) | Route Mile | \$ 48,985,268 | \$ 49,930,243 | | \$ | |
| | At-Grade Track-bed in Fill - 4 Track (5' Avg. Fill Ht) | Route Mile | \$ 2,473,684 | \$ 2,521,404 | | \$ | |
| | At-Grade Track-bed in Fill - 6 Track (5' Avg. Fill Ht) | Route Mile | \$ 3,162,050 | \$ 3,223,050 | | \$ | |
| | At-Grade Track-bed in Fill - 6 Track (10' Avg. Fill Ht) | Route Mile | \$ 5,441,105 | \$ 5,546,070 | | \$ | |
| | Maintenance Of Traffic | LS | | | | \$ | |
| 10.06 | Track structure: At-grade (grading and subgrade stabilization) | D | 6 4 200 200 | 6 4 202 7 | | \$ 2,343,420 | |
| | At-Grade Track-bed with Closed Drainage - 1 Track At-Grade Track-bed with Closed Drainage - 2 Track | Route Mile | \$ 1,366,385 | | 1.06 | \$ 2.242.420 | |
| | At-Grade Track-bed with Closed Drainage - 2 Track At-Grade Track-bed with Closed Drainage - 3 Track | Route Mile Route Mile | \$ 2,168,933 \$ 2,660,843 | \$ 2,210,773 \$ 2,712,173 | 1.06 | \$ 2,343,420 | |
| | At-Grade Track-bed with Closed Drainage - 3 Track At-Grade Track-bed with Closed Drainage - 4 Track | Route Mile Route Mile | \$ 2,660,843 | | | \$ | |
| | Maintenance Of Traffic | LS | 3,033,420 | 3,036,033 | | \$ | |
| 10.07 | Track structure: Tunnel | 20 | | | | \$. | |
| | TBM Single Track Twin Tunnel 30ft ID Unpressurized TBM in hard rock | Route Mile | \$ 121,440,000 | \$ 123,782,700 | | \$. | |
| 10.07.102 | TBM Single Track Twin Tunnel 30ft ID Slurry TBM in hard rock | Route Mile | \$ 179,520,000 | \$ 182,983,121 | | \$ | |
| 10.07.103 | TBM Single Track Twin Tunnel 30ft ID in soft ground | Route Mile | \$ 158,400,000 | | | \$ | |
| 10.07.104 | TBM Double Track Tunnel 50ft ID in soft ground | Route Mile | \$ 300,960,000 | \$ 306,765,821 | | \$ | |
| 10.07.105 | TBM Double Track Tunnel 40ft ID in soft ground | Route Mile | \$ 227,040,000 | \$ 231,419,830 | | \$ | |
| | D&B Single Track Twin Tunnel 30ft ID in hard rock (competent) | Route Mile | \$ 205,920,000 | \$ 209,892,404 | | \$ | |
| | D&B Single Track Twin Tunnel 30ft ID in rock (poor) | Route Mile | \$ 464,640,000 | \$ 473,603,373 | | \$ | |
| | D&B Double Track Tunnel 40ft ID in hard rock (competent) | Route Mile | \$ 147,840,000 | \$ 150,691,982 | | \$ | |
| | D&B Double Track Tunnel 40ft ID in rock (poor) | Route Mile | \$ 364,320,000 | \$ 371,348,099 | | \$ | |
| | D&B Double Track Tunnel 50ft ID in hard rock (competent) D&B Double Track Tunnel 50ft ID in rock (poor) | Route Mile | \$ 232,320,000 \$ 485,760,000 | \$ 236,801,686 | | \$ | |
| | SEM Single Track Twin Tunnel 30ft ID in soft ground (competent) | Route Mile Route Mile | \$ 485,760,000 \$ 374,880,000 | \$ 495,130,799 \$ 382,111,812 | | \$ | |
| | SEM Single Track Twin Tunnel 30ft ID in soft ground (poor) | Route Mile | \$ 454,080,000 | \$ 462,839,659 | | \$ | |
| | SEM Double Track Tunnel 40ft ID in soft ground (competent) | Route Mile | \$ 269,280,000 | | | \$ | |
| | SEM Double Track Tunnel 40ft ID in soft ground (poor) | Route Mile | \$ 306,240,000 | \$ 312,147,677 | | Š | |
| 10.07.305 | SEM Double Track Tunnel 50ft ID in soft ground (competent) | Route Mile | \$ 396,000,000 | \$ 403,639,238 | | \$ | |
| 10.07.306 | SEM Double Track Tunnel 50ft ID in soft ground (poor) | Route Mile | \$ 448,800,000 | | | \$ | |
| 10.07.401 | RH Single Track Twin Tunnel 30ft ID in soft rock (competent) | Route Mile | \$ 237,600,000 | | | \$ | |
| 10.07.402 | RH Single Track Twin Tunnel 30ft ID in soft rock (poor) | Route Mile | \$ 274,560,000 | \$ 279,856,538 | | \$ | |
| | RH Double Track Tunnel 40ft ID in soft rock (competent) | Route Mile | \$ 179,520,000 | \$ 182,983,121 | | \$ | |
| | RH Double Track Tunnel 40ft ID in soft rock (poor) | Route Mile | \$ 248,160,000 | | | \$ | |
| | RH Double Track Tunnel 50ft ID in soft rock (competent) | Route Mile | \$ 290,400,000 | | | \$ | |
| | RH Double Track Tunnel 50ft ID in soft rock (poor) | Route Mile | \$ 401,280,000 | \$ 409,021,094 | | \$ | |
| | D&B Cross Passage conservative cost in rock | Linear Feet | \$ 28,000 | \$ 28,540 | | \$ | |
| | RH Cross Passage conservative cost in soft rock Cross Passage in Soft Ground (competent) | Linear Feet | \$ 25,000 | \$ 25,482 | | \$ | |
| | Cross Passage in Soft Ground, including jet grout (poor) | Linear Feet | \$ 33,000 | \$ 33,637 | | \$ | |
| | Cut & Cover Box - 1 Track/ 1 Box (40' Avg. Exc Depth) | Linear Feet Route Mile | \$ 84,000 \$ 90,688,401 | \$ 85,620 \$ 92,437,871 | | \$ | |
| | Cut & Cover Box - 1 Track/ 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 107,082,440 | \$ 109,148,168 | | \$ | |
| | Cut & Cover Box - 1 Track/ 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 135,385,066 | \$ 137,996,780 | | \$ | |
| | Cut & Cover Box - 2 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 141,194,360 | \$ 143,918,141 | | \$ | |
| | Cut & Cover Box - 2 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 163,855,983 | \$ 167,016,929 | | \$ | |
| | Cut & Cover Box - 2 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 202,718,337 | \$ 206,628,977 | | \$ | |
| | Cut & Cover Box - 2 Track/ 2 Box (40' Avg. Exc Depth) | Route Mile | \$ 189,027,415 | | | \$ | |
| 10.07.225 | Cut & Cover Box - 2 Track / 2 Box (50' Avg. Exc Depth) | Route Mile | \$ 221,996,334 | | | \$ | |
| 10.07.226 | Cut & Cover Box - 2 Track / 2 Box (60' Avg. Exc Depth) | Route Mile | \$ 278,841,077 | \$ 284,220,202 | | \$ | |
| | Cut & Cover Box - 4 Track / 1 Box (40' Avg. Exc Depth) | Route Mile | \$ 206,677,660 | \$ 210,664,680 | | \$ | |
| | Cut & Cover Box - 4 Track / 1 Box (50' Avg. Exc Depth) | Route Mile | \$ 237,737,305 | \$ 242,323,497 | | \$ | |
| | Cut & Cover Box - 4 Track / 1 Box (60' Avg. Exc Depth) | Route Mile | \$ 291,302,754 | \$ 296,922,277 |] | \$ | |
| | Jacked Box - 2 Track (70' Avg. Exc Depth) | Route Mile | \$ - | \$ 434,924,098 |] | 1. | |
| | Ventilation Shaft | VF | \$ 13,627 | \$ 13,890 | | \$ | |
| | Mid-Line Ventilation Structure Tunnel Portal Structure | LS | \$ 8,742,980 | \$ 8,911,641 |] | \$ | |
| | Emergency Access Shaft | LS | \$ 8,089,108 \$ 22,520 | \$ 8,245,155 |] | \$ \$ | |
| | Pumping Station | VF | , , , , , , | |] | \$ | |
| | Mechanical & Electrical Allowance for Underground (Single) | EA Route Mile | \$ 212,310 \$ 7,354,997 | \$ 216,405 \$ 7,496,882 |] | \$ | |
| | Mechanical & Electrical Allowance for Underground (Double) | Route Mile | \$ 14,710,177 | |] | \$ | |
| 10.07.902 | Ventilation Equipment Allowance | EA | \$ 2,211,105 | |] | \$ | |
| | | Route Mile | \$ 210,906,243 | \$ 214,974,836 |] | \$ | |
| 10.07.920 | Double Deck - 2 Track Trench on Top of 2 Track C&C Box | | | .,, | 1 | 1.1 | |
| 10.07.920 10.07.922 | Allowance for Construction Monitoring | | \$ 145.939 | \$ 148.754 | | \$ | |
| 10.07.920 10.07.922 | • | Route Mile | \$ 145,939 | \$ 148,754 | | \$ \$ 1,678,50 | |
| 10.07.920 10.07.922 10.07.950 10.08 | Allowance for Construction Monitoring | | | | | | |
| 10.07.920 10.07.922 10.07.950 10.08 10.08.211 | Allowance for Construction Monitoring Track structure: Retaining walls and systems | Route Mile | | \$ 26,327,855 | | \$ 1,678,50 | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | UNIT PRICE (3rd Quarter | UNIT PRICE (3rd Quarter | | NO-BFD intenance Facility |
|------------------------|--|--------------------------|----------------------------------|----------------------------------|------|------------------------------|
| | | | 2009) | 2010) | QTY | соѕт |
| 10.08.222 | Retained Cut, Trench - 2 Track (20' Avg. Exc Depth) | Route Mile | \$ 91,410,868 | \$ 93,174,275 | | \$ |
| 10.08.223 | Retained Cut, Trench - 2 Track (30' Avg. Exc Depth) | Route Mile | \$ 163,304,293 | \$ 166,454,597 | | \$ |
| 10.08.224 | Retained Cut, Trench - 2 Track (40' Avg. Exc Depth) | Route Mile | \$ 291,740,935 | | | |
| 10.08.241 | Retained Cut, Trench - 4 Track (10' Avg. Exc Depth) | Route Mile | \$ 47,685,463 | | | \$ |
| 10.08.242 10.08.243 | Retained Cut, Trench - 4 Track (20' Avg. Exc Depth) Retained Cut, Trench - 4 Track (30' Avg. Exc Depth) | Route Mile | \$ 111,376,696 | \$ 113,525,265 | | \$ |
| 10.08.344 | Retained Cut, Trench - 4 Track (30 Avg. Exc Depth) Retained Cut, Staged Trench - 4 Track (40' Avg. Exc Depth) | Route Mile Route Mile | \$ 192,038,567 \$ 295,374,114 | \$ 195,743,184 \$ 301,072,178 | | \$ |
| 10.08.346 | Retained Cut, Staged Trench - 4 Track (60' Avg. Exc Depth) | Route Mile | \$ 356,356,513 | \$ 363,230,988 | | \$ |
| 10.08.411 | Retained Fill, Walls Both Sides - 1 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 8,667,052 | | 0.19 | \$ 1,678,50 |
| 10.08.412 | Retained Fill, Walls Both Sides - 1 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 24,952,856 | | | s |
| 10.08.413 | Retained Fill, Walls Both Sides - 1 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 43,794,002 | \$ 44,638,832 | | \$ |
| 10.08.421 | Retained Fill, Walls Both Sides - 2 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,335,195 | \$ 9,515,280 | | \$ |
| 10.08.422 | Retained Fill, Walls Both Sides - 2 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,915,008 | \$ 26,414,935 | | \$ |
| 10.08.423 | Retained Fill, Walls Both Sides - 2 Tracks (30' Avg. Wall Ht) | Route Mile | \$ 45,060,437 | \$ 45,929,698 | | \$ |
| 10.08.432 | Retained Fill, Walls Both Sides - 3 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 25,723,268 | \$ 26,219,496 | | \$ |
| 10.08.441 | Retained Fill, Walls Both Sides - 4 Tracks (10' Avg. Wall Ht) | Route Mile | \$ 9,573,053 | | | \$ |
| 10.08.442 | Retained Fill, Walls Both Sides - 4 Tracks (20' Avg. Wall Ht) | Route Mile | \$ 26,163,983 | | | \$ |
| 10.08.461 10.08.999 | Retained Fill, Walls Both Sides - 6 Tracks (10' Avg. Wall Ht) Maintenance Of Traffic | Route Mile | \$ 9,858,094 | \$ 10,048,266 | | \$ |
| 10.09 | Track new construction: Conventional ballasted | LS | \$ - | | | \$ 3,088,32 |
| 10.09.110 | Ballasted Track - 1 Track | Pouto Milo | \$ 1,820,565 | ¢ 1 055 606 | | \$ 3,088,32 |
| 10.09.112 | Ballasted Track (Track Laying Machine) - 1 Track | Route Mile Route Mile | \$ 1,820,565 | \$ 1,855,686 \$ 1,244,839 | | \$ |
| 10.09.120 | Ballasted Track - 2 Track | Route Mile | \$ 3,416,549 | | | \$ \$ |
| 10.09.122 | Ballasted Track (Track Laying Machine) - 2 Track | Route Mile | \$ 2,423,901 | \$ 2,470,660 | 1.25 | \$ 3,088,32 |
| 10.09.240 | Ballasted Track - 2 Track (Station Track) | Route Mile | \$ 7,244,923 | \$ 7,384,685 | | \$ |
| 10.09.132 | Ballasted Track (Track Laying Machine) - 3 Track | Route Mile | \$ 3,580,069 | \$ 3,649,132 | | \$ |
| 10.09.142 | Ballasted Track (Track Laying Machine) - 4 Track | Route Mile | \$ 4,521,614 | \$ 4,608,840 | | \$ |
| 10.09.162 | Ballasted Track (Track Laying Machine) - 6 Track | Route Mile | \$ 6,782,421 | \$ 6,913,261 | | \$ |
| 10.09.810 | Ballasted Freight Track - 1 Track | Route Mile | \$ 1,554,241 | \$ 1,584,224 | | \$ |
| 10.09.820 | Ballasted Freight Track - 2 Track | Route Mile | \$ 3,089,739 | \$ 3,149,343 | | \$ |
| 10.09.830 | Ballasted Freight Track - 3 Track | Route Mile | \$ 4,645,413 | \$ 4,735,027 | | \$ |
| 10.09.910 | Ballasted Track Relocation - 1 Track (Temporary) | Route Mile | \$ 91,367 | \$ 93,129 | | \$ |
| 10.09.920 | Ballasted Track Relocation - 1 Track (Permanent) | Route Mile | \$ 162,843 | \$ 165,985 | | \$ |
| 10.09.922 | Ballasted Track Relocation - 2 Track (Permanent) | Route Mile | \$ 325,778 | \$ 332,063 | | \$ |
| 10.09.923 10.09.924 | Ballasted Track Relocation - 3 Track (Permanent) Ballasted Track Relocation - 4 Track (Permanent) | Route Mile | \$ 488,667 | \$ 498,094 | | \$ |
| 10.10 | · · · | Route Mile | \$ 651,556 | \$ 664,125 | | \$ 1,403,85 |
| 10.10 | Track new construction: Non-ballasted Direct Fixation Track - 1 Track | Route Mile | \$ 1,812,497 | \$ 1,847,462 | | \$ 1,403,83 |
| 10.10.120 | Direct Fixation Track - 2 Track | Route Mile | \$ 3,624,438 | | 0.38 | \$ 1,403,85 |
| 10.10.140 | Direct Fixation Track - 4 Track | Route Mile | \$ 7,293,868 | | 0.50 | \$ |
| 10.10.210 | Independent Dual Block Track - 1 Track | Route Mile | \$ 3,338,726 | \$ 3,403,134 | | Š |
| 10.10.220 | Independent Dual Block Track - 2 Track | Route Mile | \$ 6,676,744 | \$ 6,805,545 | | \$ |
| 10.10.240 | Independent Dual Block Track - 4 Track | Route Mile | \$ 13,353,468 | \$ 13,611,070 | | \$ |
| 10.14 | Track: Special track work (switches, turnouts, insulated joints) | | \$ - | | | \$ |
| 10.14.100 | Direct Fixation Turnout (60 MPH) | EA | \$ 477,018 | \$ 486,221 | | \$ |
| 10.14.105 | Direct Fixation Turnout (80 MPH) | EA | \$ 630,650 | | | \$ |
| 10.14.110 | Direct Fixation Turnout (110 MPH) | EA | \$ 887,327 | | | \$ |
| 10.14.115 | Direct Fixation Turnout (150 MPH) | EA | \$ 1,220,877 | | | \$ |
| 10.14.130 10.14.135 | Direct Fixation Crossover (60 MPH) Direct Fixation Crossover (80 MPH) | EA | \$ 879,265 | | | \$ |
| 10.14.140 | Direct Fixation Crossover (100 MPH) | EA | \$ 1,188,515 \$ 1,647,309 | | | \$ |
| 10.14.145 | Direct Fixation Crossover (150 MPH) | EA EA | \$ 1,647,309 \$ 2,254,990 | \$ 1,679,087 \$ 2,298,491 | | \$ \$ |
| 10.14.199 | Ballasted Turnout (25 MPH) | EA | \$ 130,500 | \$ 133,017 | | \$ |
| 10.14.200 | Ballasted Turnout (60 MPH) | EA | \$ 396,172 | | | \$ |
| 10.14.205 | Ballasted Turnout (80 MPH) | EA | \$ 533,623 | | | \$ |
| 10.14.210 | Ballasted Turnout (110 MPH) | EA | \$ 739,770 | \$ 754,041 | | \$ |
| 10.14.215 | Ballasted Turnout (150 MPH) | EA | \$ 1,012,686 | \$ 1,032,221 | | \$ |
| 10.14.300 | Ballasted Crossover (60 MPH) | EA | \$ 731,709 | \$ 745,824 | | \$ |
| 10.14.305 | Ballasted Crossover (80 MPH) | EA | \$ 986,399 | \$ 1,005,427 | | \$ |
| 10.14.310 | Ballasted Crossover (110 MPH) | EA | \$ 1,372,407 | \$ 1,398,882 | | \$ |
| 10.14.315 | Ballasted Crossover (150 MPH) | EA | \$ 1,877,814 | \$ 1,914,039 | | \$ |
| 10.14.400 | Terminal - Bumping Post | EA | \$ 27,763 | \$ 28,299 | | \$ |
| 20.01 | Station buildings: Intercity passenger rail only | | | | | \$ |
| 20.01.100 | Anaheim Station | LS | \$ 94,508,725 | | | \$ |
| 20.01.105 | Millbrae Station | LS | \$ 24,939,819 | | | \$ |
| 20.01.105 | Millbrae Station - Site Elements | LS | \$ 24,939,819 | | | \$ |
| 20.01.110 20.02.200 | LA Union Station | LS | \$ 193,627,800 | | | \$ |
| 20.02.200 | Redwood/Palo Alto Station Redwood/Palo Alto Station - Site Elements | LS | \$ 51,451,014 | | | \$ |
| 20.02.201 | Norwalk Station | LS LS | | | | \$ |
| 20.02.205 | Norwalk Station - Site Elements | LS | \$ 46,561,775 \$ 18,939,701 | | | \$ |
| 20.02.210 | Tulare Station | LS | \$ 18,939,701 | \$ 19,305,067 | | \$ |
| 20.02.211 | Tulare Station - Site Elements | LS | \$ 19,174,756 | | | \$ \$ |
| 20.02.215 | Gilroy Station | LS | \$ 68,723,791 | | | \$ |
| 20.02.216 | Gilroy Station - Site Elements | LS | \$ 9,586,063 | | | Ś |
| 20.02.220 | Burbank Station | LS | \$ 61,155,850 | | | Ś |
| 20.02.221 | Burbank Station - Site Elements | LS | \$ 13,393,012 | | | \$ |
| 20.02.225 | San Jose Station | LS | \$ 70,224,925 | | | \$ |
| 20.02.226 | San Jose Station-Site Elements | LS | \$ 11,447,016 | | | \$ |
| 20.02.230 | Merced Station | LS | \$ 65,035,950 | | | \$ |
| 20.02.230 | | | | | | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | (3r | IIT PRICE d Quarter | UNIT PRICE (3rd Quarter | PRICE Heavy Ma | | FNO-BFD aintenance Facility | |
|--|---|--|--|---|--|---|---|--------------------------------|--|
| | | | | 2009) | 2010) | QTY | тту с | | |
| 20.02.235 | Fresno Station | LS | \$ | 65,863,950 | . , , | | \$ | - | |
| 20.02.236 | Fresno Station - Site Elements | LS | \$ | 9,639,938 | | | \$ | - | |
| 20.02.240 20.02.241 | Bakersfield Station Bakersfield Station - Site Elements | LS | \$ | 67,643,575 | | | \$ | - | |
| 20.02.241 | Palmdale Station | LS LS | \$ | 12,084,938 68,151,875 | | | \$ | - | |
| 20.02.246 | Palmdale Station - Site Elements | LS | \$ | 16,760,249 | \$ 17,083,57 | | \$ | | |
| 20.02.250 | Sylmar Station | LS | \$ | 68,151,875 | \$ 69,466,59 | | \$ | | |
| 20.02.251 | Sylmar Station - Site Elements | LS | \$ | 20,560,115 | \$ 20,956,74 | 0 | \$ | | |
| 20.02.300 | At-Grade Station | LS | \$ | - | \$ 68,000,00 | 0 | \$ | | |
| 20.06 20.06.120 | Pedestrian / bike access and accommodation, landscaping, parking lots Pedestrian Access (Cut & Cover) | 15 | , | 10.240 | ć 10.00 | | \$ | | |
| 20.06.140 | Pedestrian Plaza | LF SF | \$ | 18,340 33 | \$ 18,69 \$ 3 | | \$ | | |
| 20.06.160 | Pedestrian Access, Vertical Structure, 30' Height | EA | \$ | 287,837 | \$ 293,38 | | Ś | | |
| 20.06.210 | Parking - At Grade | STL | \$ | 3,330 | \$ 3,39 | | \$ | | |
| 20.06.250 | Parking - Structured (Above Grade) | STL | \$ | 21,812 | \$ 22,23 | 3 | \$ | | |
| 20.06.800 | Landscaping Allowance | SF | \$ | 3 | · . | 3 | \$ | | |
| 20.06.810 | Landscaping Allowance, Guideway | Route Mile | \$ | 175,476 | \$ 178,86 | 1 | \$ | | |
| 20.07 30.02 | Automobile, bus, van accessways including roads | | | | | | \$ | | |
| 30.02.010 | Light maintenance facility Light Maintenance Facility (LMF) | EA | Ś | 105,006,028 | \$ 107,031,70 | 0 | \$ | | |
| 30.03 | Heavy maintenance facility | <u>.</u> . | Ĺ | ,000,020 | . 107,031,70 | | \$ | 227,944,740 | |
| 30.03.010 | Heavy Maintenance Facility (HMF) | EA | \$ | 223,630,679 | \$ 227,944,74 | 0 1.00 | \$ | 227,944,740 | |
| 30.04 | Storage or maintenance-of-way building/bases | | | | | | \$ | | |
| 30.04.010 | Maintenance of Way Facility (MOWF) | EA | \$ | 11,711,592 | \$ 11,937,52 | 1 | \$ | | |
| 30.05 30.05.110 | Yard and yard track Ballasted Track - Yard Track | D | _ | 4 505 757 | 4 740 00 | 22.50 | \$ | 78,586,172 | |
| 30.05.200 | Ballasted Turnout, No. 15 | Route Mile EA | \$ | 1,686,767 404,233 | \$ 1,719,30 \$ 412,03 | | \$ \$ | 38,684,390 38,730,952 | |
| 30.05.210 | Ballasted Diamond Crossover, No. 15 | EA | \$ | 574,336 | \$ 585,41 | | \$ | 1,170,830 | |
| 30.05.250 | Heavy Duty Rubber Grade Crossing | TF | \$ | 1,283 | \$ 1,30 | | \$ | _,,_, | |
| 40.01 | Demolition, clearing, site preparation | | | | | | \$ | | |
| 40.01.010 | Demolition Allowance, Bridge | SF | \$ | 26 | \$ 2 | | \$ | | |
| 40.01.050 | Demolition Allowance, Building (1 Story) | SF | \$ | 14 | \$ 1 | | \$ | | |
| 40.01.060 40.01.110 | Demolition Allowance, Building (2 Story) Demolition Allowance, Asphalt Pavement | SF | \$ | 27 | \$ 2 | | \$ | | |
| 40.01.110 | Demolition Allowance, Aspiral Pavement Demolition Allowance, Concrete Curb | SY LF | \$ | 56 13 | \$ 5 \$ 1 | | \$ | | |
| 40.01.150 | Demolition Allowance, Concrete Sidewalk | SY | \$ | 41 | \$ 4 | | Ś | | |
| 40.01.810 | Demolition Allowance, Remove Railroad Track | Route Mile | \$ | 169,459 | \$ 172,72 | | \$ | | |
| 40.01.900 | Miscellanous Excavation & Support Items | LS | \$ | 2,224 | \$ 2,26 | 7 | \$ | | |
| 40.01.999 | Maintenance Of Traffic | LS | | | | | \$ | | |
| 40.02 40.02.001 | Site utilities, utility relocation Utility Relocation Allowance, Level 1 | Davida Mila | , | 1 000 040 | 6 4 4 2 4 4 6 | 1.63 | \$ | 1,827,505 | |
| 40.02.001 | Utility Relocation Allowance, Level 1 | Route Mile Route Mile | \$ | 1,099,949 1,978,427 | \$ 1,121,16 \$ 2,016,59 | | \$ | 1,827,50 | |
| 40.02.003 | Utility Relocation Allowance, Level 3 | Route Mile | \$ | 3,267,072 | | | Ś | | |
| 40.02.004 | Utility Relocation Allowance, Level 4 | Route Mile | \$ | 3,906,355 | \$ 3,981,71 | | \$ | | |
| 40.02.005 | Utility Relocation Allowance, Level 5 | Route Mile | \$ | 4,927,149 | \$ 5,022,19 | 8 | \$ | | |
| 40.02.060 | Major Utility Relocation, Aerial Transmission Line | EA | \$ | 8,600,000 | \$ 8,765,90 | 3 | \$ | | |
| 40.02.050 | Site Utility Allowance | Route Mile | \$ | 1,660,257 | \$ 1,692,28 | 5 | \$ | | |
| 40.03 40.03.100 | Hazardous material, contaminated soil removal/mitigation, ground water treatm Hazardous Material Removal Allowance, Light | 1 | \$ | 100 246 | ć 101.07 | 7 1.63 | \$ | 312,760 | |
| 40.03.105 | Hazardous Material Removal Allowance, Eight | Route Mile Route Mile | \$ | 188,246 370,152 | \$ 191,87 \$ 377,29 | | \$ | 312,760 | |
| 40.03.110 | Hazardous Material Removal Allowance, Heavy | Route Mile | \$ | 555,734 | \$ 566,45 | | \$ | | |
| 40.03.150 | Removal of Contaminated Soil | CF | \$ | 13 | \$ 1 | | \$ | | |
| 40.04 | Environmental mitigation: wetlands, historic/archeology, parks | | \$ | - | 3% | | \$ | 10,687,866 | |
| 40.04.100 | Environmental Mitigation Allowance, Light | Route Mile | \$ | 583,755 | \$ 595,01 | | \$ | | |
| 40.04.105 | Environmental Mitigation Allowance, Medium | Route Mile | \$ | 1,634,403 2,743,574 | \$ 1,665,93 | | \$ | | |
| 40.04.110 | Environmental Mitigation Allowance, Heavy | | | | \$ 2,796,50 | U | \$ | | |
| 40.04.110 | Environmental Mitigation Allowance, Heavy Site structures including retaining walls sound walls | Route Mile | \$ | _,, | | | | | |
| 40.04.110 40.05 40.05.012 | Environmental Mitigation Allowance, Heavy Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) | LF | \$ \$ | 3,029 | \$ 3,08 | 8 | \$ | | |
| 40.05 | Site structures including retaining walls, sound walls | | \$ | - | \$ 3,08 \$ 4,02 | | \$ | | |
| 40.05 40.05.012 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) | LF | \$ | - 3,029 | | 0 | | | |
| 40.05 40.05.012 40.05.020 40.05.030 40.05.111 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) | LF LF LF | \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 | \$ 4,02 \$ 5,49 \$ 82 | 0 6 0 | \$ \$ \$ | | |
| 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) | LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 | \$ 4,02 \$ 5,49 \$ 82 \$ 1,58 | 0 6 0 1 | \$ \$ \$ \$ | | |
| 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | LF LF LF LF LF | \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 | \$ 4,02 \$ 5,49 \$ 82 \$ 1,58 \$ 1,33 | 0 6 0 0 1 4 | \$ \$ \$ \$ | | |
| 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) | LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 | \$ 4,02 \$ 5,49 \$ 82 \$ 1,58 \$ 1,33 \$ 20 | 0 6 0 1 1 4 | \$ \$ \$ \$ \$ | | |
| 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) | LF LF LF LF LF | \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 4,02 \$ 5,49 \$ 82 \$ 1,58 \$ 1,33 \$ 20 \$ 40 | 0 6 0 1 1 4 9 | \$ \$ \$ \$ | | |
| 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 40.05.212 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) | LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 | \$ 4,02 \$ 5,49 \$ 82 \$ 1,58 \$ 1,33 \$ 20 | 0 6 0 1 1 4 4 9 9 | \$ \$ \$ \$ \$ | | |
| 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.211 40.05.212 40.05.310 40.05.400 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (3' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) | LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 4,02 \$ 5,49 \$ 82 \$ 1,58 \$ 1,33 \$ 20 \$ 40 \$ 13 | 0 0 6 0 0 1 1 4 4 9 9 9 0 0 0 9 9 3 3 | \$ \$ \$ \$ \$ \$ \$ | | |
| 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.212 40.05.212 40.05.310 40.05.400 40.05.401 40.05.401 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic | LF LF LF LF LF LF LF | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 4,02 \$ 5,49 \$ 82 \$ 1,58 \$ 20 \$ 40 \$ 13 \$ 81 \$ 3,25 | 0 0 6 0 0 1 1 4 4 9 9 9 0 0 0 9 9 3 3 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | | |
| 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.212 40.05.212 40.05.310 40.05.400 40.05.400 40.05.400 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (55' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction | LF LF LF LF LF LF LF LF LF LF LF LF LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 4,02 \$ 5,49 \$ 82 \$ 1,58 \$ 20 \$ 40 \$ 13 \$ 81 | 0 0 6 0 0 1 1 4 4 9 9 9 0 0 0 9 9 3 3 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 14,250,48 | |
| 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.120 40.05.120 40.05.212 40.05.212 40.05.400 40.05.400 40.05.400 40.05.400 40.05.400 40.05.400 40.05.400 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (30" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (16" Avg. Height) Sound Wall - 1 Wall (16" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) Canal Realignments (65" X 10" Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate | LF LF LF LF LF LF LF LF LF LF LF LF LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 4,02 \$ 5,49 \$ 82 \$ 1,58 \$ 20 \$ 40 \$ 13 \$ 81 \$ 3,25 | 0 0 6 0 0 1 1 4 4 9 9 9 0 0 0 9 9 3 3 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 8,462,30 | |
| 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.212 40.05.211 40.05.212 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (3" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (8" Avg. Height) Sound Wall - 1 Wall (16" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) Canal Realignments (5" X 10" Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations | LF LF LF LF LF LF LF LF LF LF LF LF LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 4,02 \$ 5,49 \$ 82 \$ 1,58 \$ 20 \$ 40 \$ 13 \$ 81 \$ 3,25 | 0 0 6 0 0 1 1 1 1 4 4 9 9 0 0 9 9 3 3 1 1 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | | |
| 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.120 40.05.212 40.05.212 40.05.310 40.05.401 40.05.401 40.05.999 40.06 40.07 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (30" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (16" Avg. Height) Sound Wall - 1 Wall (16" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) Canal Realignments (65" X 10" Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate | LF LF LF LF LF LF LF LF LF LF LF LF LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 4,02 \$ 5,49 \$ 82 \$ 1,58 \$ 20 \$ 40 \$ 13 \$ 81 \$ 3,25 | 0 6 6 0 1 1 4 4 9 9 0 0 9 9 3 3 1 1 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 8,462,30 | |
| 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.211 40.05.212 40.05.310 40.05.400 40.05.401 40.05.999 40.06 40.07 40.08 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (20' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) | LF LF LF LF LF LF LF LF LF LF LF LF LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 4,02 \$ 5,49 \$ 82 \$ 1,58 \$ 20 \$ 40 \$ 13 \$ 81 \$ 3,25 | 0 0 6 0 0 1 1 1 4 4 9 9 0 0 9 9 3 3 1 1 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 8,462,30 | |
| 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.999 40.06 40.07 40.08 40.08.145a 40.08.145a 40.08.147a 40.08.322 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (8" Avg. Height) Sound Wall - 1 Wall (16" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) Canal Realignments (55" X 10" Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H Alignment Roadway Undercrossing HSR - Private Road on H Alignment Roadway Overcrossing HSR - 2 lane retained fill roadway over 2 tracks | LF LF LF LF LF LF LF LF LF LF LF LF LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 205 | \$ 4,02 \$ 5,49 \$ 82 \$ 1,58 \$ 20 \$ 40 \$ 13 \$ 81 \$ 3,25 4% | 0 0 6 0 0 1 1 1 4 4 9 9 4 4 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 8,462,30 | |
| 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.99 40.06 40.07 40.08 40.08.145a 40.08.147a 40.08.322 40.08.324 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (3" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (8" Avg. Height) Sound Wall - 1 Wall (16" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) Canal Realignments (5" X 10" Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | LF LF LF LF LF LF LF LF LF LF LF LF LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 205 - 136 | \$ 4,02 \$ 5,49 \$ 82 \$ 1,58 \$ 1,33 \$ 20 \$ 40 \$ 13 \$ 81 \$ 3,25 4% | 0 0 6 0 0 1 1 1 4 4 9 9 0 0 9 9 3 3 1 1 4 4 9 9 4 4 9 9 9 1 1 1 1 1 1 1 1 1 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 8,462,30 | |
| 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.211 40.05.211 40.05.212 40.05.310 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.08.145a 40.08.145a 40.08.147a 40.08.322 40.08.324 40.08.326 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (20' Avg. Height) Retaining Wall - 1 Wall (30' Avg. Height) Containment (Crash) Wall - 1 Wall (6' Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12' Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20' Avg. Height Above Platform) Sound Wall - 1 Wall (8' Avg. Height) Sound Wall - 1 Wall (16' Avg. Height) Intrusion Protection Berm Canal Realignments (10' X 8' Trench) Canal Realignments (65' X 10' Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 6 lane retained fill roadway over 2 tracks | LF LF LF LF LF LF LF LF LF LF LF LF LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 205 - 136 - | \$ 4,02 \$ 5,49 \$ 82 \$ 1,58 \$ 20 \$ 40 \$ 13 \$ 81 \$ 3,577,70 \$ 3,080,53 \$ 972,57 \$ 4,045,21 \$ 4,722,17 \$ 5,449,56 | 0 6 6 0 1 1 4 4 9 9 0 0 9 9 3 3 1 1 4 4 9 9 4 4 9 9 3 3 7 7 | \$ | 8,462,30 | |
| 40.05 40.05.012 40.05.020 40.05.030 40.05.111 40.05.112 40.05.120 40.05.211 40.05.211 40.05.410 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.05.401 40.08.145a 40.08.145a 40.08.147a 40.08.322 40.08.324 | Site structures including retaining walls, sound walls Retaining Wall - 1 Wall (12" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (20" Avg. Height) Retaining Wall - 1 Wall (3" Avg. Height) Containment (Crash) Wall - 1 Wall (6" Avg. Height Above Rail) Containment (Crash) Wall - 1 Wall (12" Avg. Height Above Rail) Blast Wall (At Stations) - 1 Wall (20" Avg. Height Above Platform) Sound Wall - 1 Wall (8" Avg. Height) Sound Wall - 1 Wall (16" Avg. Height) Intrusion Protection Berm Canal Realignments (10" X 8" Trench) Canal Realignments (5" X 10" Trench) Maintenance Of Traffic Temporary facilities and other indirect costs during construction Purchase or lease of real estate Highway/pedestrian overpass/grade separations Roadway Undercrossing HSR - SR 43 @ Jersey Ave (C Alignments) Roadway Undercrossing HSR - SR 43 on H alignment Roadway Undercrossing HSR - 2 lane retained fill roadway over 2 tracks Roadway Overcrossing HSR - 4 lane retained fill roadway over 2 tracks | LF LF LF LF LF LF LF LF LF LF LF LF LF L | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 3,029 3,944 5,392 804 1,551 1,308 205 - 136 - - | \$ 4,02 \$ 5,49 \$ 82 \$ 1,58 \$ 1,33 \$ 20 \$ 40 \$ 13 \$ 81 \$ 3,577,70 \$ 3,080,53 \$ 972,57 \$ 4,045,21 \$ 4,722,17 | 0 0 6 0 0 1 1 1 4 4 9 9 0 0 9 9 3 3 1 1 1 4 9 9 4 9 9 9 9 9 9 9 9 9 9 9 9 9 | \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ | 8,462,30 | |

| UNIT PRICE ELEMENT | DESCRIPTION | UNIT | | UNIT PRICE 3rd Quarter | UNIT PRICE (3rd Quarter | FNO-BFD Heavy Maintenance Facility | | | | |
|-----------------------|---|------------|-------|---------------------------|----------------------------|---------------------------------------|---------------|----|-----------|--|
| | | | 2009) | | 2010) | | QTY | | COST | |
| | Pedstrain Overcrossing | EA | | | \$ | 2,100,000 | | \$ | | |
| 40.08.344a | Roadway Overcrossing HSR - 4 lane retained fill roadway - 8 spans | EA | | | \$ | 21,474,427 | | \$ | | |
| 40.08.345a | Roadway Overcrossing HSR - 2 lane retained fill roadway - 8 spans | EA | | | \$ | 16,956,405 | | \$ | | |
| 40.08.342 | Roadway Overcrossing HSR - 2 lane retained fill roadway over 4 tracks | EA | \$ | 4,116,268 | \$ | 4,195,675 | | \$ | | |
| 40.08.344 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 4 tracks | EA | \$ | 4,838,384 | \$ | 4,931,722 | | \$ | | |
| 40.08.354 | Roadway Overcrossing HSR - 4 lane retained fill roadway over 5 tracks | EA | \$ | 5,079,325 | \$ | 5,177,310 | | \$ | | |
| 40.08.346 | Roadway Overcrossing HSR - 6 lane retained fill roadway over 4 tracks | EA | \$ | 5,614,912 | \$ | 5,723,229 | | \$ | | |
| 40.08.422a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 2 tracks | EA | | | \$ | 5,362,896 | | \$ | | |
| 40.08.424 | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | \$ | 4,266,283 | \$ | 4,348,584 | | \$ | | |
| 40.08.424a | Roadway Overcrossing HSR - 2 lane roadway over Canal - Sweet Canal Bridge | Ea | \$ | - | \$ | 723,886 | | \$ | | |
| 40.08.442a | Roadway Overcrossing HSR - 2 lane roadway on embankment over 4 tracks | EA | | | \$ | 5,805,298 | | \$ | | |
| 40.08.424a | Roadway Overcrossing HSR - 4 lane roadway on embankment over 2 tracks | EA | | | \$ | 7,057,967 | | \$ | | |
| 40.08.430a | Roadway Overcrossing - 2 Lane single span Steel Structure over 2 tracks - Cole Slough | EA | | | Ś | 4,089,716 | | \$ | | |
| 40.08.431a | Roadway Overcrossing HSR- Complex roadway over 4 tracks | EA | \$ | | \$ | 15,000,000 | | Ś | | |
| 40.08.432a | Roadway Overcrossing HSR- Interchange | EA | \$ | _ | Ś | 25,987,089 | | Ś | | |
| 40.08.426 | Roadway Overcrossing HSR - 6 lane roadway on embankment over 2 tracks | EA | \$ | 5,509,410 | \$ | 5,615,692 | | Ś | | |
| 40.08.122 | Roadway Undercrossing HSR - 2 lane roadway under 2 tracks | EA | \$ | 5,341,703 | \$ | 5,444,750 | | \$ | | |
| 40.08.124 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | EA | \$ | | \$ | | | \$ | | |
| 40.08.144 | Roadway Undercrossing HSR - 4 lane roadway under 2 tracks | | | 6,516,967 | | 6,642,686 | | | | |
| 40.08.510 | | EA | \$ | 7,129,564 | \$ | 7,267,100 | 4 05 6 000 00 | \$ | 10 711 66 | |
| 40.08.510 | Roadway Modification, New AC Paving | SF | \$ | 17 | \$ | 18 | 1,056,000.00 | \$ | 18,711,66 | |
| | Roadway Modification, New AC Paving (inclding Curb & Sidewalk) | SF | \$ | 21 | \$ | 21 | | \$ | | |
| 40.08.530 | Permanent Service/Emergency Access Road (20' Wide) | Route Mile | \$ | 549,929 | \$ | 560,538 | | \$ | | |
| 40.08.540 | Access Road Entrance Point | EA | \$ | 31,937 | \$ | 32,553 | | \$ | | |
| 40.08.550 | Streetscaping Allowance | ESF | \$ | 343 | \$ | 350 | | \$ | | |
| 40.08.994 | Wildlife Undercrossing HSR- 3 Ft Box Culvert | EA | \$ | - | \$ | 20,000 | | \$ | | |
| 40.08.999 | Maintenance Of Traffic | LS | | | | | | \$ | | |
| 50.01 | Wayside signaling equipment | | | | | | | \$ | 2,054,04 | |
| 50.01.010 | Train Controls (ATC) | Route Mile | \$ | 1,128,300 | \$ | 1,150,066 | 1.63 | \$ | 1,874,60 | |
| 50.01.011 | Train Controls (ATC) - 4 Tracks | Route Mile | \$ | 1,692,450 | \$ | 1,725,099 | | \$ | | |
| 50.01.020 | Wayside Protection System | Route Mile | \$ | 108,000 | \$ | 110,083 | 1.63 | \$ | 179,43 | |
| 50.01.021 | Wayside Protection System - 4 Tracks | Route Mile | \$ | 162,000 | \$ | 165,125 | | \$ | | |
| 50.01.030 | Train Control, Wayside Facility Site Work | EA | \$ | 135,958 | \$ | 138,581 | | \$ | | |
| 50.05 | Communications | | | | | | | \$ | 318,99 | |
| 50.05.010 | Communications (w/Fiber Optic Backbone) | Route Mile | \$ | 192,000 | \$ | 195,704 | 1.63 | \$ | 318,99 | |
| 50.05.011 | Communications (w/Fiber Optic Backbone) - 4 Tracks | Route Mile | \$ | 240,000 | \$ | 244,630 | | \$ | | |
| 60.02 | Traction power supply: Substations | | | | | | | \$ | 16,132,15 | |
| 60.02.100 | Traction Power Supply | Route Mile | \$ | 2,425,053 | \$ | 2,471,835 | 1.63 | \$ | 4,029,09 | |
| 60.02.102 | Traction Power Supply- Yard | Ea. | \$ | 11,874,000 | \$ | 12,103,061 | 1.00 | \$ | 12,103,06 | |
| 60.02.101 | Traction Power Supply- 4 Tracks | Route Mile | \$ | 3,881,250 | \$ | 3,956,123 | | | | |
| 60.02.010 | Traction Power, Supply Station Site Work | EA | \$ | 771,924 | \$ | 786,815 | | \$ | | |
| 60.02.020 | Traction Power, Switching Station Site Work | EA | \$ | 292,088 | \$ | 297,723 | | \$ | | |
| 60.02.030 | Traction Power, Paralleling Station Site Work | EA | \$ | 253,886 | \$ | 258,784 | | \$ | | |
| 60.03 | Traction power distribution: Catenary and third rail | | | | | | | \$ | 15,629,44 | |
| 60.03.100 | Traction Power Distribution | Route Mile | \$ | 2,118,800 | \$ | 2,159,674 | 1.63 | \$ | 3,520,26 | |
| 60.03.200 | Traction Power Distribution- Yard | Route Mile | \$ | 528,000 | \$ | 538,186 | 22.50 | \$ | 12,109,17 | |
| 60.03.100 | Traction Power Distribution- 4 Tracks | Route Mile | Ś | 3,178,200 | Ś | 3,239,511 | | Ś | -,,-, | |